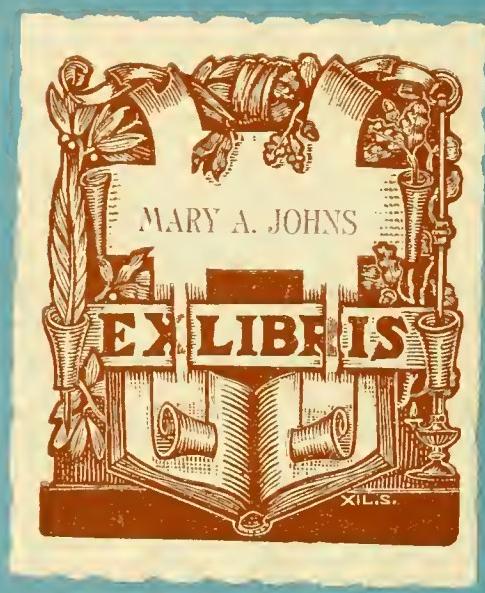


THROUGH THE YEARS IN NORFOLK



ANNIVERSARY EDITION



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Face Design of Norfolk Commemorative Half Dollar
Executed by William Marks Simpson,
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Baltimore, Maryland

NORFOLK, VIRGINIA

1636-1936

Echoes of the other years, three centuries now
Still ring through hallowed streets from shore to shore,
Resounding in the stillness of the night
Like distant chants of years that are no more.

There is a certain charm that lives within
These gates where romance walked and dreams were born,
Where sturdy men with hearts afire with hope
Looked to the He'vens with faith and trust at dawn.

Each foot of ground had worn its cloak of blood
Shed by brave men who saw in Heaven's light
The star of faith, which led to virgin lands,
New destines where rule would be by right.

This is a shrine bejeweled with history's lore,
The very air we breathe bears on its wings
The memories of so many troubled days
When altar fires were built with living things.

Age cannot dim the scroll of deeds well done,
Nor can the march of time, though rapid pace
Erase from Norfolk streets the sound of feet
That moved in martial tread each foe to face.

No, no as long as there is breath to sing
Praise chants to Him for sires whose eyes could see
Beyond the oceans wide, this garden spot
That held within its breast, serenity.

And down through centuries three, Fate's gentle hand
Has weaved her wondrous pattern, never done,
Creating colors bright that blend at dusk
So perfectly with that of setting sun.

—CHARLES DAY.

Through the Years In Norfolk

BOOK I

HISTORICAL NORFOLK — 1636 to 1936

By W. H. T. SQUIRES, M.A., D.D., LITT.D.



BOOK II

THE MAKING OF A GREAT PORT NORFOLK, PORTSMOUTH AND ENVIRONS TODAY

By F. E. TURIN



BOOK III

COMMERCIAL AND INDUSTRIAL NORFOLK

By M. E. BENNETT

Published by

NORFOLK ADVERTISING BOARD

Affiliated with

NORFOLK ASSOCIATION OF COMMERCE

FOR THE

TRI-CENTENNIAL OF NEW NORFOLK COUNTY

AND THE

BI-CENTENNIAL OF NORFOLK BOROUGH

1936

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By

F. E. TURIN, Manager,

NORFOLK ADVERTISING BOARD, INC.

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PORTSMOUTH, VA.

*This book is dedicated to all
sons and daughters who
Through the Years in Norfolk
labored unselfishly in the
interest of their community*

—THE EDITORS

W. H. T. SQUIRES

F. E. TURIN

M. E. BENNETT

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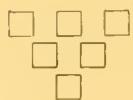
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THROUGH THE YEARS IN NORFOLK



Through The Years In Norfolk

1636 — 1736 — 1936

*Norfolk is a Queen, seated by her rivers of water,
Whose diadem is a cluster of seven stars:*

1. *Here the City of Raleigh was to become the capital of all British America.*
2. *At Cape Henry the Nation was born.*
3. *The only Colonial Mace, held by an American city, is Norfolk's own.*
4. *The First Proclamation of Emancipation was issued at Norfolk.*
5. *The only American city completely destroyed and rebuilt.*
6. *Here the War of 1812 began.*
7. *Here the Merrimac-Virginia changed for mankind the naval architecture of the world.*

I—SKI-CO-AK

The hand of Sir Walter Ralegh lifted the curtain of obscurity that veiled the Western World. To him, Captain Arthur Barlow, one of the earliest British sea-captains to visit America, reported (1584), a year before the first English colony was sent to Roanoke Island:

"Six days from the same (referring to Roanoke Island) is situated their greatest city called Ski-co-ak, which this people affirm to be very great; but the savages were never at it, only they speak of it by the report of their fathers and other men whom they have heard affirm it to be about an hours' journey about it."

This vague sentence from Barlow's official report is certainly the first reference to the site of Norfolk in recorded history; and we judge that it is the first reference to any Anglo-Saxon city in America.

Ski-co-ak was six days' journey by oar and foot from Roanoke Island—but it would not require an hour to walk around it. It would take an Indian in a typical dug-out fully an hour to paddle around it. Allowance must be made for exaggeration, especially as it is said the report was hearsay.

II—RALPH LANE

The second reference to Norfolk is found in the report of Captain Ralph Lane to Sir Walter Ralegh, one year after Captain Barlow's report (1585):

"To the northward our farthest discovery was to the Ches-i-pe-ans, distant from Roanoke about 130 miles. The

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passage to it was very shallow and most dangerous, by reason of the breadth of the Sound and the little succor that upon thaw was there to be had. The territory and soil of the Ches-i-pe-ans, being 15 miles from the shore, for pleasantness of seat, for temperature of climate, for fertility of soil and for the commodity of the sea, besides multitudes of bears, being an excellent good victual, and great woods of sassafras and walnut trees, are not to be excelled by any other whatsoever. There be sundry kings whom they call werowances."

This involved paragraph needs comment. The Chesapeake tribe lived in Norfolk and Princess Anne Counties, not one hundred and thirty but sixty miles north of Roanoke Island. To be sure Ralph Lane may not have come directly, or he may have referred to the length of the entire journey. They crossed the broad and sunlit waters of Albemarle Sound, which are shallow, and then sailed up Currituck Sound, which is narrow, and into Back Bay, beyond which navigation was impossible. A "thaw" was a storm, and with high winds might prove disastrous to small boats along strange shores and in an hostile country. Lane does not mention Ski-co-ak, which was a trifle more than fifteen miles from the "shore" (the Atlantic). His description of the soil, climate, trees, and even the bears, is accurate.

Another report says that Ski-co-ak was protected by a palisade and

"a certain King's country, whose province lyeth upon the sea, but his place of greatest strength is an island situate, as he described unto me, in a bay, the water around about the island very deep."

We have no authority for the pronunciation of Ski-co-ak, but arguing from analogy, we judge that it was pronounced "She-coy-ak", with the even accent the Powhatans preferred. It may have been shortened to "She-queek". (War-as-coy-ak was pronounced "War-ris-queek".)

Nor can it be proven beyond cavil that Ski-co-ak was the proposed site of The City of Ralegh, the capital for all British America, yet it is likely, for the southern shore of Chesapeake Bay was the only section of Tidewater Virginia Captain Ralph Lane visited.

III—CAPE HENRY

Twenty-two years later noble Sir Walter was laid by the heels in the gloomy Tower of London. His charter and his plans were the property of the London Company, whose colonists established

the first permanent English settlement in America, landing at Cape Henry, Sunday morning, April 26, 1607. Captain Christopher Newport gave the southern shore of the Chesapeake not the slightest consideration. He crossed to Old Point Comfort (April 30), explored the Powhatan (James), and finally selected the worst possible location for Jamestown, then a marsh peninsula (May 14).

Captain Newport left the "Discovery" in Virginia when he sailed away, and in it the redoubtable Captain John Smith explored a remarkably wide area, and explored it well. He paid a brief and unsatisfactory visit to Chesapeake (Elizabeth) River:

"So setting sail for the southern shore (from Old Point), we sailed up a narrow river up the country of Chesapeack; it had a good channel but many shoals about the entrance (Craney Island). By that we had sailed six or seven miles, we saw two or three little garden plots with their houses, the shores overgrown with the greatest pine and fir trees we ever saw in this country. But not seeing nor hearing any people and the river very narrow, we returned to the great river (Hampton Roads) to see if we could find any of them."

Early historians estimate that the Chesapeake tribe had approximately one hundred warriors, which would indicate a population of less than five hundred people. Some calamity had evidently overtaken this tribe since the days of Capt. Arthur Barlow.

IV—ADAM THOROWGOOD

One of the first to make his home upon the southern shore, perhaps the very first, was Adam Thorowgood (Thoroughgood). This remarkable man was the seventh son of William Thorowgood of Grimston, King's Lynn, Norfolk, England, and a brother of Sir John Thorowgood, a friend of Charles I. Born in 1602, Adam was only nineteen years old when he arrived in Virginia (1621) seeking fame and fortune; and he found both. His first home was at Kecoughtan (Hampton), just before the First Massacre (Good Friday, March 22, 1622). That terrible day crafty Opechancanough (pronounced O-pe-can-u) let loose the furies, and one-fourth the white population of Virginia were mercilessly murdered. The Massacre had a direct influence upon the settlement of Norfolk County and City. Instead of making his home on the troubled and dangerous frontiers far up the James, Adam Thorowgood turned eastward, into the heart of the forests, upon the green shores of Lynnhaven Bay, so near Cape Henry that the roar of the waves was heard dis-

tinctly when tempests drove in from the northeast. On these inland waters, as calm and inscrutable as the stars, which were reflected each night in their bosom, Adam made his home.

On Smith's map it was Morton's Bay, but Adam called it "Lynnhaven", for his native town of King's Lynn, and Lynnhaven it is. His grant, 5,350 acres (dated June 20, 1635), was given him "at especiall recommendation of him from their Lordshipps and others, his Ma'ties most Hon'ble privie Councell to the Governor and Councell of State for Virginia", and the land was due him for importing one hundred and five persons into the Colony to inhabit.

Ambitious young Adam represented Elizabeth City in the House of Burgesses (1629-30). Governor John Harvey united the scattered plantations into eight shires (1634), and Elizabeth City extended from Gosnold's Bay (Back Bay) to the unknown wilds of the South (North Carolina). As this was too vast a county Adam Thorowgood secured the passage of an Act (1636) creating a new county along the southern littoral, to be known as New Norfolk County. With the passage of that Act the fine, old English name "Norfolk" took its place in the geography of Virginia, the nation and the world.



Adam Thorowgood received a grant of 5,350 acres on Lynnhaven Bay June 20, 1635. There he made his home—the oldest residence in Anglo-Saxon America. He gave Lynnhaven Bay its beautiful name and secured the erection of New Norfolk County (1636).



One year after New Norfolk County was organized (1637), King Charles I made a grant of the county to Lord Maltravers, son of the Duke of Norfolk. He directed in the grant that the Nansemond River should be called Maltravers River (which it never was), and that the county be called "Norfolk" (which name it had already received by act of the Virginia legislature). There was never a prince more shifty than Charles I.

V—THOMAS WILLOUGHBY

Thomas Willoughby, like Adam Thorowgood, a colorful character, came to Virginia in 1610, at the age of twenty-three (some authorities say at the age of ten). Like Adam he, too settled at Kecoughtan (Hampton).

Lieutenant Pippet and Ensign Thomas Willoughby were ordered to chastise the Chesapeake Indians (July 4, 1627); the reason does not appear. Perhaps they were getting restless again five years after the First Massacre (1622). The Virginians were alert to protect themselves from another massacre. No doubt Ensign Tom Willoughby was attracted by these fertile lands. Magnificent forests, mentioned by the earliest explorers, covered the fertile shores with a robe of verdure. Tall oaks and pines, indigenous to the soil, flung giant shadows across the placid waters. At their very roots the little waves whispered the secrets of the parent sea.

On February 13, 1636, Thomas Willoughby secured a patent for 200 acres of land. It was the year that Thorowgood secured the organization of New Norfolk County. The Willoughby patent included the site of ancient Ski-co-ak, gone and forgotten, and extended from the river to Bute Street. He also took up one hundred acres across the river, which included the present site of the Naval Hospital (old Fort Nelson).

No one knows when Thos. Willoughby moved to the southern shores of Hampton Roads, but he was appointed a Justice of Lower Norfolk County (March 11, 1639), and later (1646) High Lieutenant. He lived much longer than his friend and neighbor, Adam Thorowgood, and died in England (1658).

Thomas Willoughby was, in a sense, the first citizen of Norfolk, altho his home was not on the grant referred to above.

He allowed the grant to escheat to the colony, and it was held successively by John Watkins, John Norwood and Peter Michaelson.

Governor William Berkeley granted two hundred acres of land (December 18, 1649) to Peter Michaelson & Co., owners of a ship



called "Huls Van Nassau", of Ullsinger, Zealand, Holland. The land lay between Elizabeth River, the Eastern Branch and Dun-in-the-Mire. This fantastic, if not beautiful name, Dun-in-the-Mire, became Newton's Creek, still later Lake Mahone, and is now Jackson Park.

Lewis Vandermull, evidently another Dutch tobacco trader, owned the site (1662), and sold it to Nicholas Wise, at whose death it passed to his son, Nicholas Wise, Jr.

These names, from Thorowgood and Willoughby to Wise, are only names to us, of characters practically unknown; but they appear, if indistinct, as names in a shining mist. Chance has made them memorable. A modest breast-works called a "fort" was built on the Wise farm (West Main Street) 1673, just before Bacon's Rebellion. It was dismantled when Fort Norfolk was built (1793).

VI—BACON'S REBELLION

How intricate are the tangled threads of destiny! Bacon's Rebellion (1676) was an indirect, but potent cause that led to the establishment of Norfolk. That zealous but futile attempt to secure just government for the Colony, and to save the infant Dominion from tyranny, reduced Virginia to such abject depths of misery that some earnestly proposed the abandonment of the Colony altogether. Others suggested that it be transferred from the utter inefficiency of Stuart England to the righteous rule of Holland and the House of Orange. Fortunately plans less drastic prevailed. Charles II was at last aroused by the misery of "His Old Dominion". He would bring peace and prosperity to Virginia by the simple method of passing a law! He ordered the establishment of twenty towns in the twenty counties. Just how the inhabitants of the towns were to earn a living was a detail that did not enter the royal head.

He sent over Thomas, second Lord Culpepper, as our new governor—and one of the worst. Tom ordered the servile Burgesses to establish the twenty towns, and the legislative rubber stamps immediately complied (June 6, 1680). The law required the planters in every county to haul their tobacco over a road (that did not exist), to a town (that did not exist), and to load the ships from wharfs (that did not exist). Be it remembered that many planters had wharves on their land and ships standing off ready for cargo. Those who did not own a waterfront had neighbors who gladly granted the loading privilege as a courtesy. Yet, strange as it may seem, this unjust and unreasonable law gave birth to Norfolk. Norfolk's seal carries the date 1682, we believe the date should be 1680.

VII—LAND PURCHASED

The paper town, to serve the planters of Lower Norfolk County, was to be established on the site of long-forgotten Skico-ak, where the Elizabeth River sleeps with her two arms embracing a great boundary of land. History was here to weave her romance, for decades and centuries to come, into every mile along these sinuous shores.

The fifty acres of the Wise tract were queer, as to shape, resembling somewhat a mushroom, hanging to the mainland by a narrow ridge, along which a road jolted into the countryside.

For three centuries the history of Virginia (and to a degree the nation) has hovered around this quaint peninsula. To these shores the memory of momentous events cling like driftwood in the flowing tide. Every inlet and point has a tale to tell, of strange events and a glamorous past.

The purchase was made August 16, 1682, and the deed reads, in part,

"For and in consideration of the sum of ten thousand pounds of good merchantable tobacco and caske to Capt. William Robinson and Lieutenant-Colonel Anthony Lawson, feoffees in trust for the said county"

bought one-fourth of the Wise tract.

On the whole, as money went and as land went, we think Nicholas Wise, Jr., made a very good real estate deal. His deed reads, as follows:

"To all Christian people to whom these presents shall come . . . I hold myself well satisfied contented and paid and for divers other considerations me therefore, moving, having given, granted, bargained, sold, alienated, enfeoffed and conformed by these presents, for myself, my heirs, exor's and adm're, do give, grant, bargain, sell, alienate, enfeoff and confirm . . . (the land) . . . running partly across an old field and partly through some points of woodland, it being a small nick of cleared ground and woodland, etc."

Nicholas Wise probably lived on the eastern extremity of the land he sold, "where the bridge to Berkley and the Norfolk and Western freight stations are now located". Much of the shallow water has been filled, so that the area of the original fifty acres has been greatly extended.

VIII—LAND ADJOINING

Nicholas Wise, Jr., sold the remaining one hundred fifty acres of his patrimony to Charles Winder, who sold it to "William Porten,

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Clerk of the County Court", who sold it to Anthony Walke, a grandson of Colonel Anthony Lawson, the feoffee. All of the tract, once an open field and spreading forest, is now in the very heart of the older section of the city.

Colonel Anthony Lawson, two years after he purchased the famous fifty acres of land (1684), entertained Rev. Francis Makemie, the Apostle of Presbyterianism in Virginia. Makemie wrote:

"Colonel Anthony Lawson and other inhabitants in the parish of Lynnhaven in Lower Norfolk County prevailed with me to stay . . . Direct your letters to Col. Anthony Lawson at the Eastern Branch of Elizabeth River."

IX—FIRST CITIZENS

Now it came to pass that we had the law and the land, but not one customer to buy a half-acre lot, although the feoffees offered the lots for one hundred pounds of tobacco (\$4.00) if the patron would build a home or store. At last Peter Smith bought a lot; William Porten, Clerk of the Court, bought six lots, on Main, a short distance east of Church, at the peninsula's widest point, and built a house. By 1690 there were probably five or six houses, for a number of lots had been sold along Main Street, or the "road that leadeth to the Court House", as it was described in some of the oldest deeds.

In 1691 Lower Norfolk County was divided into Norfolk and Princess Anne Counties. In April of that year a visitor wrote that the village "had several dwellings and storehouses". In 1693 a house and garden sold for nine pounds sterling (\$45.00), but the value of money was vastly greater than now. The Court House for Norfolk County was located on Main Street where the "road that leadeth to the water" (Commercial Place) intersected, (directly opposite the site of the Confederate Monument).

In 1695 a road was opened to the Public Spring, which was public property. It was located about 200 feet north of Main and 200 feet west of Church Street. Church Street was the "road that leadeth out of town", and a Town Bridge was built over a branch of Dun-in-the-Mire (Church and Charlotte Streets) about 1695.

Norfolk-town was wisely located, and continued to grow. Broad avenues of water invited commerce to center here. The Eastern Branch and Broad Creek led into the heart of the country. The Southern Branch and Deep Creek beckoned trade from Dismal Swamp and the new colony of Carolina. The Western Branch opened into land as fertile as the Garden of the Lord.

Among the first to buy lots besides Peter Smith and William

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Porten were Richard Whitley (Whitby) and Henry Spratt. In ten years we find Samuel Boush, Malachi Thurston, William Knott, Peter Hobson, Bryant Cahill, Thomas Nash, Thomas Walke, Francis Simpson, John Dibbs, Peter Cartwright, Peter Malbone, Thomas Butt, Peter Blake, William Heslett, Thos. Hodges, Edward Archer, Benedictus Horsington, Fergus Thompson, William Boswell, Nathaniel Newton, Jno. Tabor, Samuel Sizemore, Cornelius Tully, William Cook, Richard Hill, Samuel Smith, William Wallis (Wallice), William Crawford, Arthur Moseley, Samuel Powers, James McCoy, Matthew Godfrey, Jeremiah Langley, Joseph Lee, John Mirphee, Nathaniel Tatum, Joseph Church, Robert Tucker, Henry Gristock, John Redwood, Owen Jones, Thomas Wright, and many others.

In the county there were some rich and influential planters, for howsoever tight times may be, there be those who can make money.

Thomas Willoughby, Cornelius Lloyd, Adam Keeling, Capt. John Sibsey, Francis Emperor, Henry Woodhouse, William Moseley, John Okeham, Lewis Connor, John Machen, Robert Hodges and Lawrence Phillips, were prominent citizens. These were the first ephemeral actors in the commercial life of the village. How dim they seem; but, no doubt, they were vital enough in their day.

X—KING WILLIAM'S WAR

The prosperity of Norfolk has always pulsed to the tide of European politics. Kings, parliaments and courts have held the destiny of our citizens largely in their hands, though they knew it not.

The English Revolution was as distinct a blessing to Virginia, as to Great Britain. William III was constantly engaged in a desperate struggle to protect Holland and England from the clutches of his haughty cousin, Louis XIV. For five years (1692-97) war raged upon the plains of Europe. Countless ships here sought food-stuffs, tobacco, naval supplies and everything that America had to sell. Norfolk-town, as it was always called, awoke at the magic touch of commerce. Realty no longer went begging. Fortunes were in the making by benevolent patriots who bought at the lowest and sold at the highest.

We know but little of the village of Norfolk-town at the turn of the Eighteenth Century (1700). There were probably more than thirty homes (probably less than fifty). Nevertheless that was a good beginning for a town in this exceeding rural colony.

On the neck of land by the side of the "road that leadeth out of town" a chapel-of-ease was built (1698-1700), and benevolent

Samuel Boush gave a chalice for the Communion service. The chalice is still carefully preserved by the vestry of Christ Church.

Princess Anne became Queen Anne at the death of King William III (1702). The Duchess of Marlborough ruled the Queen, and the Duke ruled the army, the nation and, to a large extent, the world (1701-11). Virginia was growing rich. Norfolk-town and Hampton vied each with the other for the lucrative trans-Atlantic trade. Carpenters, painters, shipbuilders, chandlers, merchants, exporters and brokers, were as busy as proverbial bees. Prosperity smiled upon the Dominion like the sunshine of spring, and gold leaped into the large, colonial pockets of the planters as the waves leaped upon the sands by the shore. Norfolk-town and Virginia blossomed as a flower in the sun, for commerce spins strong threads of silver, and draws all peoples into closer union.

Rev. Francis Makemie wrote (1705),

"There are beginnings of towns at Williamsburg, Hampton and Norfolk, particularly in Norfolktown, at Elizabeth river, who carry on a small trade with the whole bay."

Norfolk was recognized legally as a "town":—

"Begun at the Capitol in the City of Williamsburg, the 23 day of October, 1705, Edward Nott, Esqr., Governor in the fourth year of our Sovereign Lady Anne, Queen . . . Defender of the Faith, etc.

"Be it enacted:

"That the places hereinafter named shall be the ports meant and intended by this act and none other or places whatsoever (vizt.) . . . on Elizabeth River . . . Norfolktown . . . That Norfolktown to be called Norfolk and to have Tuesday and Saturday in each week for market days and the third day of October and four following days, exclusive of Sundays, annual their fair."

It is interesting to note the logic of the ancient Burgesses—when Norfolktown was not a town, it was called Norfolktown, but when it became legally a town it was no longer to be called Norfolktown! The town remained for all judicial and administrative purposes still a part of Norfolk County and the County Court House remained in the town.

There were at least four streets, if narrow unpaved lanes might be called streets. Main bisected the town, following the height of land and dodging wet and marshy places. Back Street (Bermuda) faced Newton's Creek, or Dun-in-the-Mire to use its fancy name. Market Square led to the ferries as today, and Church Street was

the only road to the country. The school land was probably located next the chapel, as that was always the custom in Virginia.

William Byrd of Westover gives a glimpse of the growing town (1728) :

"Two dozen ships might be seen anchored at any time before the town. The two cardinal virtues which make a place thrive, industry and frugality, are here seen in perfection. So long as the people can banish luxury and idleness, the town will remain in a happy and flourishing condition."

XI—A ROYAL BOROUGH

Exactly a century had passed since Adam Thorowgood secured the erection of New Norfolk County, and since Captain Thomas Willoughby took a grant to the site of ancient Ski-co-ak (1736). Norfolk, the largest town in Virginia, was to become a Borough, with the privileges and appertinances appertaining thereunto. Sir William Gooch, the Governor of Virginia, wrote:

"Norfolk is a healthy and pleasant place, commodious for trade and navigation, and has greatly increased in the number of the buildings and inhabitants."

The houses at that time extended out Church Street to "Town Bridge" (Church and Charlotte). Probably one thousand people lived here, but almost as many made their homes in the countryside adjacent.

The petition addressed to King George II stated:

"Of late years there has been a very greatly increased number of inhabitants and buildings; many people have seated themselves upon the adjoining land."

The charter was granted, September 15, 1736. Samuel Boush was appointed Mayor; Sir John Randolph, Knight, Recorder; George Newton, Samuel Boush, the younger, John Hutchings, Robert Tucker, John Taylor, Samuel Smith, the younger, James Ivey and Alexander Campbell, aldermen.

The first council met November 18, 1736. As they sit about the mahogany table in the Court House, which served Borough and County, let us meet them. They are worthy men, and true, well fitted to become the forebears of a dominant race.

The chair at the head of the table was vacant. Mayor Samuel Boush had died since his appointment. His home was in a large lot fronting Church and Main Street, the yard extending to swampy

ground (Cove Street), beyond which were the small "Chapel-of-ease", as the village church was called, and a small God's acre for the dead to sleep around about. The village school was probably next beyond the chapel.

Samuel Boush was much interested in building a better church for the Borough, and a larger school. His son, Samuel Boush, Jr., and others bought a large piece of land across the road (Church and Holt Street), and it is our guess (but we cannot prove) that he gave the former school land for enlarging the church and God's acre. Samuel Boush contributed liberally to the fund for building the Borough Church. He did not live to see these plans materialize; but the vestry wrought his initials "S. B." into the fabric of the walls, from which they have looked, silently and enigmatically, across the troubled years of two centuries (1739).

Samuel Boush was a worthy man; his life was his masterpiece. His father, Maximilian Boush, lived in a rambling, Colonial home-stead, which is still in use at Kempsville. He was Queen Anne's counsellor for both counties, and was at this time a member of the House of Burgesses (1734-40). Boush Street, in the far west end of the new Borough, is a perpetual memorial to this distinguished family.

As George Newton was the first of the eight aldermen appointed by Governor Gooch, he was called to the chair, and was, in fact, our first Mayor.

Sir John Randolph, the Recorder, was not a citizen of Norfolk, but he attended this first meeting. His office was a sinecure. The work was done by a deputy named David Osheall. I suppose Sir John Randolph, the only colonial gentleman ever knighted, was the most influential Virginian of that day after Commissary James Blair. He had just been elected Speaker of the House of Burgesses. He was the son of a distinguished father, William Randolph of Turkey Island on the James; and the father of a distinguished son, Peyton Randolph, first President of the First Continental Congress. His grandson, Edmund Randolph, was one of Virginia's ablest governors (1786-88). Sir John died the following year (1737).

Six of the original eight aldermen served Norfolk as Mayors. All were gallant men, good knights and stainless gentlemen, who left marks, wide and worthy, on the pages of our local history.

George Newton represented Norfolk County in the House of Burgesses (1723-26), and his family was famous for a century in the Borough.

Samuel Boush, Junior, was Clerk of Norfolk County for thirty-two years (1742-74), and served as a Burgess three years (1752-55).



He was one of the trustees who bought the land on Church Street for Norfolk Academy (1728).

John Hutchings, a wealthy merchant, was thrice Mayor (1737, 1743 and 1755). He was a Burgess from 1738 to 1756.

John Tucker, merchant, was a member of the House of Burgesses (1753-55), and served as Mayor of Norfolk (1748) and sheriff of the County.

John Taylor was Mayor (1739-40).

Samuel Smith, a wealthy merchant and large land-owner, whose name remains in Smith's Point and Smith's Creek, was Mayor (1740-41).

James Ivey was probably the son of Thomas Ivey, the neighbor of Col. Anthony Lawson, on the Eastern Branch. Rev. Josias Mackie used Thomas Ivey's home for Presbyterian worship from 1692 to 1716. He was never our mayor, nor was Alexander Campbell, who lies now in a tomb south of South Norfolk, and whose name remains in "Campbell's Wharf". He was a wealthy merchant of Scotch-Irish extraction. Archibald Campbell, Mayor (1763), was, we judge (but cannot prove), the son of Alexander Campbell.

These were the men of the Borough, who did well their part and, passing, yielded their places to others.

Norfolk Borough was to elect one member to the House of Burgesses. Only "freeholders" could vote; and a "freeholder" was a citizen who paid minimum taxes, to the extent of £50 (\$250.), or who had served five years as an apprentice in some gainful trade. Loafers had no vote in Colonial Virginia.

The charter provided that the Aldermen should elect a Common Council, which board should, thereafter, be self-perpetuating. The two chambers meeting jointly were called "The Common Hall". Their annual meetings were held on the Feast of St. John the Baptist (June 24).

The charter provided for three markets each week, Tuesdays, Thursdays and Saturdays. Two fairs, which were huge "markets", were to be held the first Monday in April and the first Monday in October. Those who attended the fairs were exempt from arrest, attachment or execution of various processes. The fairs were a distinctly British feature brought to Virginia, and they flourished until the Revolution.

The Hustings Court was an important provision. Its duties correspond, roughly, to the Corporation Courts of today. On the



Hustings sat the Mayor, Recorder, and Aldermen. The Council and Hustings were responsible for life and property. They must keep the King's peace, regulate trade, issue licenses, oversee buildings, care for the streets, fine and punish offenders, hold an annual fair and keep full records of the Borough.

The boundaries of the Borough were considerably enlarged when the charter was given. They were extended out the "road that leadeth out of town" (Church Street) as far as the Town Bridge (at Charlotte Street) then the line was drawn north-westward to the "head of Boush's Creek" (near Monticello Avenue) then down the west side of that creek to Back Town Creek (City Hall Avenue).

XII—EARLY NORFOLK

Let us visit the new Borough, two hundred years before our time. Everyone came to Norfolk by water, and the rolling years work no changes in ocean, bay or river. The tides rise and fall in rhythmic pulsations today as when the wooden wharves of the planters thrust out into the channel, extending a welcome to ships and sailors at anchor or coming up the river in a smacking breeze. The shoreline of the Borough was lined with warehouses, huge, sprawling, ugly; some brick, but most of them frame—and innocent of paint. They were filled to capacity with all kinds and shapes of barrels, hogsheads, boxes and bales; tobacco, cotton, foodstuffs, naval stores and products of the farm, awaiting shipment to Europe, New England or the West Indies. Many packages, too, had arrived and were to be delivered by boat to the planters up one of Virginia's innumerable rivers.

The waterside population was rough to brutality, though no worse than similar classes in London, Amsterdam or Antwerp. The farmer, especially if there was silver in his pocket, had best watch his step. Wild men and desperate women were always alert for human prey. Low dance halls and music halls, saloons and vicious taverns were scenes of endless fights, quarrels, brawls, robberies and even murders.

The Virginia Gazette (1767) tells the story of Captain Jeremiah Morgan (no worse we dare say than many of his kind), who commanded H. B. M. S. "Hornet" (a good name for such a vessel). He was short of men, so he brought thirty of his godless crew to town one dark night, fortified them with plenty of liquor, and started forth to "impress into His Majesty's service" every sailor, or other man, whom they found on the streets, in the taverns, dance halls or saloons. They even broke into lodging houses and pulled their vic-



tims out of bed. Fortunately the alarm was sounded. Mayor Paul Loyall with many citizens came to the rescue of the "impressed" sailors, and even jailed some of Captain Morgan's crew.

If the visitor picked his way among the mud holes, he would come forth upon Main Street, no better paved but wider and more attractive than the narrow lanes which led into it. At the "head of Market Square" retail business thrived. The Confederate Soldier of today looks down from his lofty pillar upon the business centre of Norfolk two hundred years ago.

The market house, an ugly frame building, none too clean, was thirty feet long and half as wide. Before five in the morning men were there, buying and selling, and housewives, too. Hucksters from the small farms backed up their wagons on either side (where the curb and sidewalk were not) and sold to the crowding, jostling pedestrians, much as they do on Brewer Street today. Small merchants were busy on either side of Market Square, from Main to the ferries. Many of them catered to the ships and sailors; "ship chandlers", they called themselves. Many Norfolk fortunes were built upon this waterside trade.

In the crowds along Market Square were the aristocratic planters, their families and servants from the plantations; the merchants from the city and their families and servants; bankers, professional men, artisans, sailors, soldiers; new arrivals just in from long voyages; visitors, beggars, free negroes; slaves, some just from Africa, or more likely just from the West Indies; and no end of small farmers from the counties around about, the Eastern Shore, Albemarle and Currituck Sounds. On the whole the scene at Market Square was as fantastic as any in North America.

East Main, out Church and up Granby and Bank; especially beyond Back Town Creek (City Hall Avenue), the more prosperous made their homes. Always there were spreading lawns, tall trees and beautiful gardens. Over the walls the flowers and vines nodded to those who walked or drove along the dirt road called a street. While none of the old homes were palatial, they were solid and comfortable, and many were elegantly furnished, in mahogany, old silver, rare tapestries and brasses. Many Norfolk homes today are rich in precious heirlooms which have come down from the Colonial homes of that era.

Water was supplied from wells, and brought in by hand, as in the days of the patriarchs in Palestine. There were no cisterns. The wells were only ten or twelve feet deep. For two centuries the water supply was for Norfolk both a problem and a menace. Yet the

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epidemics that swept the town from time to time (yellow fever and small pox) did not come from polluted water.

The streets were first lighted in 1763 and a watchman employed on account of many robberies at night.

XIII—A SEAL PRESENTED

The world was rapidly drifting into one of the bloodiest struggles of all time. The immense development of British commerce, wealth and power, due largely to British colonial expansion, aroused the intense jealousy of France and foreboded the ultimate collapse of the Spanish empire. Three continents, half the world, were the prizes at stake—America, Africa and India.

War was declared in 1740. The high-hearted Virginians leaped to the aid of the mother country, and attacked the Isthmus of Panama (called Darien), but, at Cartagena, Admiral Edward Vernon sustained an ignominious defeat. Four hundred young Virginians were with Governor William Gooch, under Vernon.

The combined French and Spanish fleets might at any time enter the Chesapeake in retaliation. Norfolk was alive to that danger, for she has always been a focal point in history.

"At a Common Council held the 7th day of July, 1741, it was Resolved: That in future the white male inhabitants of the Borough (to prevent any invasion or insurrection) shall be armed at the church upon Sundays or other days of worship or divine service, under the penalty of five shillings, to be recovered before the mayor or any one of the aldermen."

The rector of the Borough Church held service with a pistol lying conveniently beside the Bible.

The enemy's fleet, so constantly expected, never arrived.

At the same meeting of the Common Hall this interesting resolution was adopted:

"Hon. Robert Dinwiddie, Esq., having made a present of a seal for the use of the Borough, as a grateful recompence for his being created a burger, the same is gratefully accepted of.

"Resolved and ordered that the Clerk take the same into his possession and that the Mayor in the name of himself and this Community return thanks to the said Robert Dinwiddie with a grateful acceptance."

Ten years thereafter Robert Dinwiddie came to Virginia as our Governor, and twelve years later ordered the Mace (1753),

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from London which was presented (April 1, 1754) thirteen years later.

The victory of William, Duke of Cumberland, at Culloden Moor, over Charles Edward Stuart, the Young Pretender and his devoted if fanatical followers, brought great rejoicing to Virginia. The first, great celebration in this city was staged (July 23, 1746) three months after the battle. "Bonnie Prince Charlie" was carried through the streets in effigy and burned by the applauding multitude, to the accompaniment of much hard drinking. A new street, just opened, was named Cumberland. It leads from one cemetery to another.

XIV—STREETS NAMED

As the town was growing many new streets were opened between 1760 and 1775. The names recall the loyalty and patriotism of that day.

Granby was named for John Manners, the Marquis of Granby (1721-70), who won a series of slashing victories in the Seven Years' War (1760-62).

Bute was called for John Stuart, third Earl of Bute, Secretary of State to George III (1761) and Prime Minister (1762-3), a good Scotch Tory.

Duke and York are two memorials for the infant Duke of York, second son of George III and Queen Charlotte, born August 16, 1763.

Wolfe (now Market) was named for James Wolfe, the Hero of Quebec, who fell at the moment of victory (September 13, 1759). It is not to Norfolk's credit that "Market" was substituted for "Wolfe".

Other streets honor the Governors of Virginia and their families. Sir William Gooch, the most efficient of our Colonial executives, who ruled for twenty-two years with moderation, wisely and well, (1727-49), was a native of Yarmouth, Suffolk, England. A street in Norfolk and a pleasant town in Nansemond were called for him.

Norbonne Berkeley, Baron de Botetourt, was the most popular of our governors (1768-70). We have a short street commemorating his short term, a time when Virginia was a-thrill with thought and feeling.

Three streets in the business section of the city recall John Murray, the Earl of Dunmore, the last and most unpopular of our royal governors; Dunmore, Catherine and Charlotte. W. S. Forrest is authority for the statement that the Earl left Norfolk for the last time at the foot of Dunmore Street; hence the name. His two

daughters, Ladies Catherine and Charlotte, gave their names to Catherine (now Bank) Street and Charlotte. Good Queen Charlotte, consort of George III, has cities named for her in Virginia, North Carolina and other states. Some authorities claim Charlotte Street as her memorial, which we would prefer to believe. Queen Street was certainly named for her.

Freemason has a story. It is contended that the first Masonic lodge in the Western World was instituted at Norfolk by some of our Scotch gentlemen, and chartered, June 1, 1741, "St. John's Lodge No. 117". Until the Masonic Hall was erected the Lodge met in the Baylor residence, on Freemason Street between Church and Cumberland; hence the name.

Magazine Lane retains its name from a magazine for powder built by the Borough, 1772.

Randolph Street is probably a memorial to Sir John, the Recorder.

Bermuda Street was so called because Colonel Hutchings, the first Bermudean settler lived at the end of it (Dr. Wertenbaker quotes the "Norfolk Herald" as authority for this statement).

XV—THE MACE

Robert Dinwiddie spent seven unhappy years in Virginia (1751-57). The people did not like the new Governor, and he did not like them. His Excellency presented to Norfolk the beautiful and treasured Mace, although he never set foot in this city.

The minutes of the Borough for April 1, 1754, make interesting reading:

"At a Common Council held this 1st day of April, 1754, the Honorable Robert Dinwiddie, Esq., His Majesty's Lieutenant-Governor and Commander-in-Chief, this day presented to the Borough of Norfolk a very handsome silver mace, which was thankfully received."

"Resolved, That the humble thanks of this Borough be made to the Honorable Robert Dinwiddie, Esq., His Majesty's Lieutenant-Governor and Commander-in-Chief of this Dominion, for his valuable present, assuring his honour that the same was received as a token of his great regard and affection for the said Borough."

"Ordered, That a committee be appointed to return the thanks of this hall to the governor, and that it be referred to Josiah Smith, Robert Tucker, Christopher Perkins,



Archibald Campbell, Alexander Rose and Richard Scott, Gents, to draw up the same.

"Norfolk Borough:

"At a Common Council held this day, 9th of April, 1754, the committee appointed to draw up the thanks of the borough to the Honorable Robert Dinwiddie, Esq., reported that they had drawn, which was read and approved of.

"Resolved, That the same be fairly transcribed and that the mayor sign the same in the name of the corporation, 24th June, 1754.

"Resolved, That it is the opinion of this hall that a mace-bearer be appointed, and that he be allowed the sum of three pounds per year."

The Mace is of pure silver, and weighs approximately one hundred and four ounces (six and a half pounds avoirdupois). There are nine sections, articulated to form a complete whole, forty-one inches in length. The head has three sections, the staff six, bearing the hall-mark F. W. and a lion rampant. The staff, elaborately ornamented with leaves and scrolls, measures twenty-eight inches, is of irregular size, averaging two and one-half inches in diameter. The bowl or head of the Mace is cylindrical, seven inches long and five and one-quarter inches in diameter. The top is slightly rounded, and on it, under the open crown work, are the Royal Arms of Great Britain in the reign of George II, the letters G and R and the usual mottoes between the lion and unicorn. The emblems of England, Scotland, Ireland and France are engraved each in a separate panel, with the combined quarterings of Great Britain. The rose of England and thistle of Scotland growing from the same stem, the *fleur de lis* of France and harp of Ireland, and a crown over each panel are significant embellishments.

The bowl is surmounted by an open crown eight inches across, formed by four bands united at the top to support a globe, on which rests a cross. In graceful lines around the base the inscription in Roman letters reads: "The Gift of the Hon. Robert Dinwiddie, Esq., Lieut. Governor of Virginia, to the Corporation of Norfolk, 1753." (Robert Prentis Beaman is authority for these figures.)

During the colonial period, as we suppose, the Mace, the symbol of authority, was handed to each mayor when installed, with due and becoming ceremony. Doubtless it appeared in circumstances high and significant. Such is British custom. Forrest assures us that "it was formerly carried before the mayor on going to court and in all public processions." The first mayor to use the Mace was probabliy

Josiah Smith. He was followed by George Abyvon (June 24, 1754), who gave place in eight months to John Hutchings (February, 1755). Richard Kelsick, elected June, 1755, served a year; then Josiah Smith became mayor again. John Phripp, elected in 1757, served one year; then John Tucker, elected in 1758, and Robert Tucker in 1759; then Wilson Newton in 1760, and Christopher Perkins in 1761.

Paul Loyall was elected in 1762, and Archibald Campbell in 1763. Lewis Hansford followed Campbell (1764). Maximilian Calvert was mayor in the troubled year 1765 and in the spring of 1766, when the Sons of Liberty protested the Stamp Act (March 31). James Taylor followed Calvert, then George Abyvon was again mayor (1767). Cornelius Calvert followed Abyvon for a year. Maximilian Calvert was again elected (June, 1769). Charles Thomas served a year and gave place to George Abyvon, the third time. Paul Loyall took a second term in 1775, and "the records do not show the length of his troubled term," for Norfolk was destroyed in 1776. As Paul Loyall was then mayor, we suppose he buried the Mace at Kempsville . . . but have never seen the statement made. We suppose that Mr. Loyall also restored the Mace to the city when rebuilt. It was no longer used, but became a relic, half forgotten.

To quote Robert P. Beaman:

"Chief of Police C. J. Iredell (1894-96) discovered the mace, in a state of disrepair, lying in a heap of letters and old records at the police station. The city officials requested the Norfolk National Bank to become its custodian after it was reconditioned. Since that time (more than forty years ago) the Norfolk National and the National Bank of Commerce have guarded this priceless possession of the community."

The Mace is now fully appreciated. On occasions of state, celebrations of Armistice Day, the annual Memorial Day parades and other patriotic observances, the Mace leads the processions and is fittingly honored. It is the one relic redolent of our colonial era, of the Revolution, the War Between the States and the present years of growth and prosperity.

The bank has provided for the Mace a crystal vault set with mirrors. It may be visited and closely inspected any day during banking hours. "It may be seen under circumstances in keeping with its splendid history and the fine symbolism of the unique object."

The Mace has survived wars, pestilence, conflagration, carelessness and neglect. It is the only civic mace in America; for a mace

which belonged to the City of New York long since disappeared. The State of South Carolina has a mace which is carefully guarded in the capitol at Columbia.

XVI—THE STAMP ACT

The Tories returned to power in Great Britain with the coronation of young George III. They demanded enforcement of the financial laws, which the Whigs had allowed to lie dormant. The Sugar Act, for instance, placed a tariff of threepence (6c) a gallon on molasses. One William Smith reported to Edward H. Moseley, the surveyor for Elizabeth River (customs' officer), that certain ships were smuggling molasses into port. The town went wild with indignation against tattling Billy. To enforce the Sugar Act was to cut off valuable trade from Norfolk. Unfortunate William was tied to a cart, given a coat of tar and well feathered, ducked from the town's ducking stool, marched through the streets to beating drums and finally flung into the river. He was dragged out by a passing boat—and no doubt learned to hold his tongue ever after.

Next came the Tory Stamp Act. Thirty influential citizens spent an entire night discussing the matter, at the home of Mayor Calvert. Two days later (March 31, 1766) the Sons of Liberty were organized at the Court House. Norfolk was a Tory town. Only fifty-seven signed the Protest. It read:

“We will by all lawful means defend ourselves in the full enjoyment of, and preserve inviolate to posterity, those inestimable privileges of all free-born British subjects, of being taxed only by representatives of their own choosing. If we quietly submit to the Stamp Act all our claims to civil liberty will be lost, and we, and our posterity, become absolute slaves.”

We do not know who penned the Protest, but guess that it was Rev. Thomas Davis, rector of the Borough Church, a true and courageous patriot, devoted to the cause of his country. As many of his congregation were bitter Tories, one cannot but admire the courage of this clergyman. He remained with the parish until town and church were destroyed, ten years later.

The Stamp Act was repealed, and the Sons of Liberty foregathered to the Borough Church, to return thanks to Almighty God (May 22, 1766) and hear a sermon by Rev. Thomas Davis. Houses were decorated, toasts drunk and at deep twilight bonfires blazed forth.



Unfortunately the Tories did not learn their lesson—it is the sad experience of government that Reactionaries never learn. Charles Townshend invented new taxes destined to cost Great Britain half her empire. The tax on tea was one such.

The "Mary and John" sailed into port with nine chests of tea (August 1774). A mass meeting in Norfolk decided that the tea must be returned. It was!

XVII—COLONIAL PROSPERITY

Virginia was rich and prosperous during the last decade of our colorful, colonial era, and Norfolk, now the metropolis of the Dominion, reflected the golden glow. English, Scotch and Dutch buyers were forever bidding against each other for fragrant tobacco piled high in our huge warehouses.

The prosperity of these happy days is reflected in many minor items. Captain Thomas Talbot opened a new street, called by his name, from Main to Back Creek, and over the Creek (City Hall Avenue) to the suburbs beyond; and, what is more, the progressive captain paved the street, unheard of before in Norfolk!

An earnest Methodist, one Robert Williams, came here and preached on the Court-house steps, in private residences, in warehouses and any other place people would listen. The Methodists had made a great stir in England, but Norfolk was as cold to Methodists as it was to Whigs. William Watters wrote of the Norfolk converts: "Their convictions were slight and their desires very faint. Such Methodists I have never seen". But the people of Portsmouth heard Robert Williams gladly, and there he established a church which flourishes to this day (Monumental).

Those Scotch Presbyterians who came to Norfolk left their religion behind. Francis Makemie brought an earnest and faithful pastor, Rev. Josias Mackie, to Norfolk. He preached for over twenty years (1692-1716), but when he died the church died with him.

XVIII—THE EARL OF DUNMORE

When at last the smouldering discontent of three million people was fanned into flame by the determined tyranny of the Tory government, the Earl of Dunmore fled his stately palace in Williamsburg and raced along sequestered roads to Yorktown. When the great, red sun rose from the calm waters of the Chesapeake (July 8, 1775) the Earl was safely aboard H. B. M. S. "Fowey".

Despite the Burgesses' efforts he declined to return, and

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anchored a month later in the Elizabeth River between Norfolk and Portsmouth.

His dismal prospects improved. One hundred and sixty British veterans arrived from St. Augustine, Fla. Tory gentlemen, who sympathized with the royal governor, resorted to him, and he did not despise the aid of runaway slaves.

During the summer the "Otter" and "Kingfisher" arrived, and the Earl made himself comfortable on the "William", a merchant vessel. His Excellency now commanded a motley army and navy, English and Tory, sailors and civilians, white and black, eight hundred strong, with ships, guns and ammunition, a formidable company.

But men must be fed.

Food there was, and plenty, on the fertile plantations along the Chesapeake and the winding river shores. The Earl sent Captain Matthew Squires, of the "Otter", his ablest lieutenant, to plunder the plantations and bring in the forage.

There was one newspaper in Norfolk, a modest sheet, "The Virginia Gazette or Norfolk Intelligencer", wholly consecrated to the patriotic cause. The editor, John Holt, denounced the Tories in no gentle terms; he denounced the Earl of Dunmore for his cowardice and tyranny, and he especially denounced Captain Matthew Squires for raiding the plantations. The Earl warned the bold editor, but his attacks continued. The last morning in September (1775) a squad—twelve soldiers and five sailors—landed at the ferry. The British frigates moved nearer shore and covered Market Square with ugly guns. The squad completely wrecked Holt's Print Shop, located on the eastern side of the Square, half way to Main. They arrested two printers and marched to their boats, giving three cheers as they pulled off.

The citizens protested this drastic work of destruction, but the Earl made a characteristic reply:

"I could not do the people a greater service than to deprive them of the means of having their minds poisoned and of exciting in them the spirit of rebellion and sedition."

Three weeks passed, and the Earl sent Captain Squires to punish Hampton (October 24, 1775). Two British sailors were killed and two wounded. This was the first bloodshed of the Revolution in Virginia, but before that war was won every section of the Commonwealth was seared by fire and drenched with precious blood.

XIX—THE FIRST PROCLAMATION OF EMANCIPATION

Captain McCartney, of H. B. M. S. "Mercury", had difficulty in procuring water and other supplies. He wrote Mayor Paul Loyall:

"I shall, the first opportunity, place His Majesty's ship under my command abreast the town, and if it becomes necessary I shall use the most coercive measures in my power".

I suppose, he meant cannon, shot and shell.

Mayor Loyall's reply was worthy the finest traditions of Virginia:

"This corporation, notwithstanding their exposed and defenceless situation, which cannot be remedied; unbiased by fear, unappalled at the threats of unlawful power, will never desert the righteous cause of their country, plunged as it is into dreadful and unexpected calamities".

British sailors were busy picking up other things besides hams and chickens. Captain Leslie sailed up the Southern Branch, doubtless on a tip from a Tory (October 12, 1775), and returned with nineteen cannon, which he found hidden in the thickets of Dismal Swamp.

The Earl himself sailed up the Eastern Branch to Newtown (beyond Elizabeth Park), and crossed to Kempsville with a strong force of sailors, soldiers and marines. They played havoc in the village, breaking into stores and homes, collecting such arms as they could find. The Minute Men, under Captain Matthews, fled as the British advanced.

Two days later, October 19th, a force raided the Tanner's Creek section (now in the midst of the city), and captured twenty cannon. By the end of October Dunmore had gathered in seventy-seven cannon and many small arms, swords and much ammunition.

The Earl heard that the "Shirtmen", as the Virginians were nicknamed, were gathering in force at Great Bridge. He sailed up the Southern Branch to disperse them, but they were not there. The militia of Norfolk and Princess Anne Counties, about two hundred strong, were at Kempsville. The Earl sent his boats back to Norfolk and marched across country to Kemp's. The "Shirtmen", under Colonel Anthony Lawson, fired one volley. The British were surprised, and twice surprised, for the untrained militia, having delivered their fire, became panicky and fled precipitately. The British returned the fire. One "Shirtman", John Ackiss, was killed; two

others were drowned as they attempted to escape, and fourteen were taken prisoner, among them Colonel Joseph Hutchings.

Colonel Lawson is of especial interest to Norfolk, for he was the grandson and namesake of that earlier Colonel Anthony Lawson who was one of the two feoffees appointed to buy the famous fifty acres of land on which the city was located. He had been the Sheriff of Princess Anne County for fifteen years (1760-1775). He was captured by the British and sent to Florida, but returned to die at home (1785) ten years later.

Colonel Joseph Hutchings was a Burgess for Norfolk Borough many years (1761-1775). His was a wealthy and distinguished local family.

The British marched back to Norfolk in great triumph. They had covered a great triangle—Great Bridge, Kempsville and Norfolk. Many took the oath of allegiance and pinned on the red badge. As the Negroes came in they were formed into an "Ethiopian Corps". The Tories were known as the "Queen's Own Loyal Virginians".

After these easy and encouraging conquests the Earl made bold to issue the First Proclamation of Emancipation in America. He declared martial law, summoned all the "rebels" in Virginia to lay down their arms or to train under his standard, and proclaimed freedom for all slaves who would enlist. The Proclamation had very considerable results. Before the war was done it is estimated that thirty thousand likely young Negroes were drawn from the plantations of Virginia. But their freedom was a doubtful benefit. Smallpox raged among them in camp, and those who did not die of it were ultimately shipped to the West Indies.

The Earl made his report to General William Howe (November 30), in these words:

"Immediately upon this (his victories) I issued the enclosed proclamation, which has had a wonderful effect, as there are no less than three hundred who have taken and signed the enclosed oath. The blacks are also flocking from all quarters, and I hope will oblige the rebels to disperse to take care of their families and property."

The Emancipation Proclamation of the tyrannical Earl of Dunmore, the last royal governor of Virginia, was issued eighty-eight years before a similar proclamation by President Abraham Lincoln (January 1, 1863), seventy-three years ago. I have no idea that Lincoln ever heard of Dunmore's proclamation, yet the two offer a

striking parallel. Both proclamations were strictly war measures. Both were issued for political effect. The object of each was to punish the stubborn slave-owners for their "rebellion". Both executives had previously defended slavery as an institution. Dunmore's last veto was to a law passed by the House of Burgesses taxing the future importation of slaves. In his campaign for the presidency, Lincoln declared from every stump that slavery should be protected where it legally existed (but not in the territories). Both Dunmore and Lincoln expected the slaves to rise against their masters and to embarrass the "rebels" by inter-racial warfare. In neither case did that reaction follow. Both executives armed the slaves and used them against their former masters. It is of great interest to know that the first Proclamation of Emancipation was issued from Norfolk, Va., November 7, 1775.

XX—BATTLE OF GREAT BRIDGE

Edmund Pendleton was "Chairman of the Committee of Safety"; in other words, Governor of Virginia. He sent Colonel William Woodford of Caroline County to Tidewater to drive the British out of Norfolk, the very day Captain Squires attacked Hampton (October 24). The Virginia forces crossed the James at Sandy Point, marched to Surry C. H., thence to Smithfield, and hastened to Suffolk at the earnest request of Captain Willis Riddick, where forty gentlemen on horseback rode in as volunteers (November 25).

Colonel Woodford moved his army, six hundred and eighty-seven strong, to the southern bridgehead at Great Bridge. He commanded a part of the 2nd Virginia Regiment, Minute Men from Culpeper and Fauquier and Riflemen from Augusta, magnificent men all, of fine physique; grim, stern, deadly in earnest, accustomed to Indian warfare and inured to the hardships of a campaign.

The Virginians adroitly drew the British and Tories into battle (December 9, 1775).

The victory at Great Bridge has not received the credit it deserves. It was pregnant with consequences of first importance to the patriot cause, and epochal in the blood-red annals of Virginia.

Immediately after the battle, the Virginians were reinforced by five hundred and eighty-eight North Carolinians under Colonel Robert Howe; who, as superior officer, assumed command.

(The number of men under Woodford and Howe has been variously estimated.)

Howe came into Norfolk by way of Kempsville (December 14, 10 p. m.), five days after the victory at Great Bridge and five weeks after Dunmore's Proclamation of Emancipation. He at once offered amnesty to all who would swear allegiance to the "Commonwealth of Virginia".

Meantime H. B. M. S. "Liverpool", mounting twenty-eight cannon, stood within our capes. Dunmore at once made the "Liverpool" his flag ship.

Christmas Day brought a warlike gesture from Dunmore. His fleet of seven ships covered Norfolk with their guns from what is now Berkley Bridge to the western end of Main Street. The "Liverpool" lay off Church Street, flanked on either side by the "Otter", the "Kingfisher", the "Eilbeck", "Dunmore", "Mercury" and "William", armed and ready.

At three in the afternoon the guns opened. Bar shot, chain shot and grape tore through the trees and wrecked many warehouses and dwellings. Under a smoke screen which floated in from the ships on the southern breeze, Dunmore landed parties who fired many dwellings. The flames spread rapidly. Colonel Edward Stephens and two hundred Culpeper Minute Men charged through smoke and shell, driving the British to their ships.

"It is singular that during the whole cannonade the Americans lost not a man, and only seven were wounded. The civilians were equally fortunate. An aged woman was killed, by a spent cannon ball. The highest praise was bestowed on the cool and steady courage of the young troops in the midst of a scene which would have shaken the resolution of veterans."

The battle of Christmas Day was the prelude to the total destruction of Norfolk a week later.

When the memorable year 1776 was but two hours old the Earl sent sailors to start fires, wherever possible, along the waterfront. A strong south wind whipped the flames into fury, and by daybreak billows of fire and showers of sparks swept the town. Despite heroic efforts of soldiers and citizens Norfolk was doomed, for there was no way to fight the flames save by the tedious drawing of water from wells or bringing water from the river.

Aroused from their sleep, the terror-stricken inhabitants, white and black, old and young, rich and poor, fled into the countryside, a wild and frenzied multitude. They fought their way through smoke, flame and burning cinders. Those more fortunate fled by

boat, carts, or other vehicles, along the one crowded road that led out of town.

To the Earl's eternal shame be it said, he opened all his guns on the stricken town. Shot and shell hissed and shrieked through billows of smoke and roaring flame. The hailstorm of deadly projectiles from belching cannon, the monotonous guns punctuating the winter day with hideous roar, vast columns of smoke ascending from warehouses and homes, rolling far over land and water—these infamies set their seal on Dunmore's memory.

From red dawn until the sun set in a canopy of smoke and blood, the work of destruction continued with tragic completeness, and when at last the fire burned itself out only the walls of the Borough Church remained, lifting a piteous appeal to heaven above the dead who slept on, undisturbed by these dire disasters.

For five weeks after the terrible conflagration of New Year's Day, 1776, occasional skirmishes took place between the Earl, who ruled the waters, and Colonel Robert Howe, who held tenaciously to the ruined city. Colonel Howe, at the direction of the Committee of Safety, completed the work of destruction and marched away, February 6, 1776, leaving only blasted ruins, sunk in the silence of death, where so lately the metropolis of Virginia flourished.

Had Norfolk not been destroyed the British would certainly have returned and made the town a fortified base, from which to harry Virginia. Many efforts have been made of late to shift the responsibility for the Borough's destruction from Dunmore to Howe. Such arguments are not conclusive. The Earl of Dunmore was as responsible for the destruction of Norfolk as if he had set the fires with his own hand.



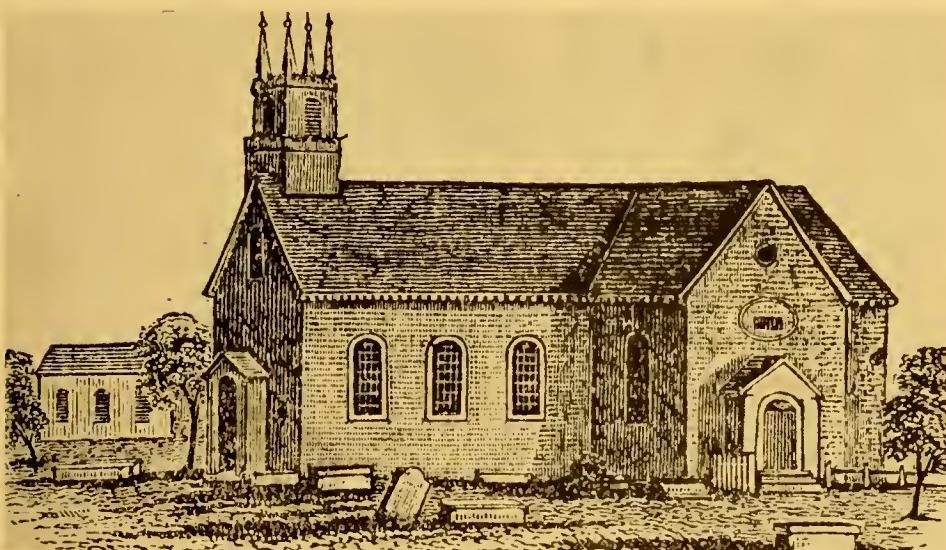
PART TWO

XXI—NORFOLK REBUILT

Long before the Earl of Dunmore destroyed the Borough, many realized that destruction was impending. Two-thirds of the population fled before Christmas, taking with them such valuables as they might. Others resorted to the ancient trick of burying their treasures; one of whom, William Goodchild, filled a chest with Spanish dollars and dropped it into a deep hole he excavated under the floor of his home. Two weeks later the house was burned. William frequently returned to the deserted Borough and watched the ashes carefully. When all was safe he dug up the chest and recovered his treasure intact!

With £45 (\$255.) he bought a large lot on Main running back to Cove Street, and built a tavern, the first house in resurrected Norfolk.

Others returned, but slowly. There were enough people after six years (1782) to secure an amendment to the charter, permitting the people to elect the Common Council. There were twelve houses in the town by 1783.



For many years the Borough Church (St. Paul's) was not appreciated. It was but little better than a wreck, although the roof was replaced upon the church in 1785. Not until 1832 was St. Paul's parish organized. This picture, reproduced from a view taken about 1800, shows the Borough church as neglected.



Beautiful old St. Paul's, Norfolk's Borough Church, is venerated and thoroughly appreciated by all citizens of all classes and creeds.

It is now the home of an active and prosperous parish.

After the Treaty of Peace (1783) many Scotch and English tobacco buyers arrived, lured by the profit that always attaches to the weed. James Madison wrote (1785) :

"Our trade was never more completely monopolized by Great Britain. Our merchants are almost all connected with that country, and that only. We have neither ships nor seamen of our own."

The General Assembly of Virginia authorized the vestry of the Borough Church (1785) to repair and rebuild the Church. The sum was not to exceed £700, and was to be raised by a lottery.

The General Assembly of Virginia (November 13, 1789) authorized Governor Beverley Randolph to convey two acres of land at Cape Henry to the United States, that a lighthouse be built, provided the tower be finished in seven years. If the tract ceased to be used for that purpose, it should revert, after seven years, to the Commonwealth. The Burgesses had authorized the building of a lighthouse as early as 1752; if built it had fallen into decay.

Congress acted promptly (March 26, 1790). The engineer selected a lofty dune near the Cape and built the tower, seventy-two feet high, using "Potomac sandstone", transported sixteen years be-

fore from "Brooke Bank" on the Rappahannock. It was the first structure of the kind erected in the United States by the Federal government. It is certainly one of the oldest National structures in the country, perhaps the very oldest.

The ancient artisans did their work thoroughly, for the old tower stands intact and will likely defy the storms of future centuries. A modern lighthouse, nearer the shore, throws a powerful beam far across the dark waters, the gigantic guns of Fort Story rise behind the dunes and bid defiance to all our foes, a matchless shrine of white granite commemorates the Cross originally erected by Reverend Robert Hunt and a State Park adjoining preserves for posterity the natural beauty of primeval Virginia, unspoiled by mankind even after 300 years. From the top of the old lighthouse all this may be seen, and of a fine April day the beauty of spring lies upon the tranquil sea and sandy shore as it did that memorable April 26, 1607, when the first Virginians and the first Americans established here civil government for the nation. The blue of the water below reflects the blue firmament of the heavens above. Tawny mountains of sand roll like the waves of a sea, fixed by the wand of an enchanter. The dunes are a desert in a world of water, thirsty hills, hot and sullen, lying in the arms of the ocean.



The Myers House, for three generations the home of that distinguished family, on the corner of Freemason and Bank Streets, is now known as Colonial House. It was built soon after Norfolk began to rise from the ashes of the Revolution (about 1791).

The census of 1790 gave Norfolk two thousand, nine hundred and fifty-nine inhabitants. After fifteen years the city had recovered half her colonial population. But it was a sprawling town, aimlessly and hurriedly built, inconvenient and utterly uncomfortable, with all the raw unloveliness of haste and confusion.

XXII—THE FRENCH REVOLUTION

Europe was rapidly drifting into one of the longest and perhaps the bloodiest of world wars. The fall of the Bastile, July 14, 1789, is usually considered the beginning of that chaotic era known as the French Revolution. From that day until Napoleon's defeat at Waterloo, twenty-five years later (June 18, 1815), the world was convulsed and civilization rocked upon its foundations.

As always, these events reacted upon Norfolk. Cargo worth a million dollars was exported from Norfolk in 1792. Three years later (1795) the figure was two million. Ships of all nations crowded into Hampton Roads; small craft by the thousand brought the produce of a million farms from Virginia and Carolina. "North Carolina", wrote one, "crowds the products of her soil and rich forests of pine and oak upon our wharves", as did the farmers of Virginia. These narrow, muddy streets were thronged with eager buyers. Everything was in demand at any price.

Amidst these busy scenes a fleet of one hundred thirty-seven vessels, flying the tricolor of France, stood into Hampton Roads. The decks were crowded with refugees who had escaped the servile insurrection in San Domingo. Many, once wealthy, were absolutely destitute. They escaped only with their lives. Popular subscriptions, taken in Norfolk and all over the country, relieved their dire necessities. The General Assembly of Virginia voted a fund. More than two thousand of these refugees lived in Norfolk. Some remained and prospered here; and others located elsewhere. They proved a valuable addition to city, state and nation.

The famous French author La Rochefoucauld visited Norfolk in 1795, and wrote: "Norfolk is the only port in the southern part of this great state. Small boats only can go to Richmond and Petersburg. This port practically monopolizes the commerce of Virginia from the Rappahannock to the Roanoke in N. Carolina."

The first Customs House was located on West Main near the water (Bush Street). William Davies, a personal friend of Washington and a son of the famous divine, Samuel Davies, was Collector of Customs.

Someone counted 700 to 800 houses in Norfolk (1796). Four years later there were 1,000 or more.

The Federal census of 1800 found six thousand, nine hundred and twenty-nine people. There were four shipbuilding plants in Norfolk and two in Portsmouth, and they could not get enough labor. "In the Borough of Norfolk", wrote William Wirt (1803), "every drone feels the pressure of business".

The growing town was not wholly materialistic. There were fine influences. Christ Church had just been erected on Church Street. Next to it Norfolk Academy, long the only educational institution in the Borough and one of the oldest schools in America, was incorporated. The Bell Church (Presbyterian) completed a commodious building on the corner of Catherine (Bank) and Charlotte Streets. The Baptists were using the old Borough Church (St. Paul's), and the Methodists had a huge barn-like meeting-house on Fenchurch Street.

Thomas Moore, the Irish poet, visited the Borough, but did not like it. He wrote a poem about the Dismal Swamp; unfortunately one of the poorest products of his gifted pen.

Stephen Decatur appears in the picture, with an early passion for fame and fighting. As the most popular young man in America, a worthy hero, Stephen Decatur, visited Norfolk, and married Susan, the daughter of a wealthy merchant, the mayor, Luke Wheeler. Rev. Benjamin Porter Grigsby, the pastor and builder of the Bell Church, married the popular couple, March 8, 1806.

A Directory of Norfolk was issued in 1806 by Chas. H. Simmons. "At present", the editor wrote, "notwithstanding the great fires in the years 1799 and 1804, which consumed the most extensive commercial part of the town, there are about 1200 houses and this number is fast increasing, in good buildings, mostly brick. The suburbs have already 200 buildings."

XXIII—WAR OF 1812

Two centuries had passed since the first colonists landed at Cape Henry and journeyed up the Powhatan to Jamestown. A celebration was held at Jamestown, in which the citizens of Norfolk, Portsmouth, Hampton and Williamsburg took part. Captain Peter Nestell with a local company of artillery represented Norfolk. James O'Connor, editor of the "Norfolk and Portsmouth Herald"; Thomas Blanchard and his son, C. K. Blanchard, and Major John Saunders, U. S. A., in command at Fort Nelson, were also present.

Unfortunately our country was steadily drifting into war—an unpopular war, certainly in Norfolk, New England and all shipping centres.

The U. S. S. "Chesapeake", in Norfolk harbor making up her crew, enlisted three American citizens who had previously been impressed into the British Navy. One was a Negro from North Carolina, another was born on the Eastern Shore of Virginia. The British minister protested to the Navy Department at Washington. The naval authorities presented these facts, which they considered satisfactory. Although the "Chesapeake" was wholly unprepared for sea, much less for action, the Department ordered her to the Mediterranean. Captain James Barron weighed anchor accordingly (June 22, 1807).

H. B. M. S. "Leopard", carrying fifty guns, with an expert crew, awaited the "Chesapeake" just within the Capes. The commanding officer signalled her to stop. Barron was astonished when he demanded the surrender of the three former British sailors in the name of Vice-Admiral Berkeley, and refused. The "Leopard" opened fire, and for fifteen minutes riddled the "Chesapeake". Three men were killed and eighteen wounded, including Captain Barron. The Stars and Stripes were lowered, and the three Americans in question taken aboard the "Leopard", which sailed for Halifax. The "Chesapeake" limped back to Norfolk, and the country went wild with excitement and indignation. It was really the beginning of the Second War with Great Britain, although Congress did not declare war for five years.

Upon the heels of this indignity President Thomas Jefferson, in a vain effort "to keep us out of war", signed the famous Embargo Act, December 22, 1807. That stroke of the Presidential pen proved the ruin of Norfolk. Hundreds of ships, instead of carrying our trade and flag to the seven seas, rotted at delapidated wharves. Thousands of sailors were hopelessly idle. Where once the broad Elizabeth was whitened by hundreds of sails, now the water reflected only the blue vault of heaven. American trade to the extent of \$246,000,000 was lost. Of all blunders Thomas Jefferson made as a statesman, this was the most serious. New England, deprived of her shipping, turned to manufacturing; but Norfolk had neither water power nor coal. There was nothing for it but to carry on a small, local trade.

As war approached Norfolk, exposed and wholly unprotected, was bitterly opposed to hostilities. The cities feared total destruction, as in 1776.

XXIV—BATTLE OF CRANEY ISLAND

President Madison declared war, June 18, 1812. A British fleet blockaded Chesapeake Bay (February 5, 1813), and the American frigate, "Constellation", fled to the protection of Forts Norfolk and Nelson. Not until June did the British fleet enter Hampton Roads.

Fourteen ships of the line dropped anchor off Pig Point, at the estuary of the Nansemond (Sunday, June 20), a second division anchored off Newport News Point. The flanking of Norfolk began at dawn, June 22. General Sir Sidney Beckwith landed 2,600 men, and the twenty ships moved closer to Craney Island.

How utterly unprepared we were! There were 737 Virginians behind the earthworks on the island, 400 militia and perhaps 100 regulars at Fort Norfolk. The British attempted to carry the island from the rear, but the concentrated fire of the Virginians behind the deep, though narrow, channel saved the day.

The assault from land having failed action was shifted to the water. On the north or exposed side of Craney Island General Wade Hampton, of South Carolina (the father of the famous Confederate chieftain of the same name) and Colonel George Armistead of Caroline County, Virginia (who also built Fort McHenry at Baltimore) had several years before thrown up stout breastworks.

The British approached over shallow water in barges. The "Centipede", the handsome boat of Admiral Warren, with seventy-five men aboard, led fifty barges and an army of 1,500 men to the assault. Captain Arthur Emmerson, of Portsmouth, reserved fire until the barges were in close range. He then let fly a volley with irresistible force and fury. The graceful "Centipede" was cut in twain and sank. Many of the barges fared likewise. Others became unmanageable. The action was sharp, brief, bloody and decisive.

The victory at Craney Island, like that at Great Bridge, was won without the loss of a man!

It is worthy of note that the victory at Craney Island took place six years to the day after the humiliating defeat and surrender of the U. S. S. "Chesapeake". (It is quite astonishing how the number "six" recurs constantly in Norfolk's varied history, running through our story as the liet mortif through an opera.)

Norfolk's hero was Robert Barraud Taylor, lawyer and orator, who prepared the defense and carried it to such matchless conclusion. Without military training, General Taylor resembled Napoleon in at least one respect—he won his battles in his head before he attempted to meet the enemy in the field. Every detail had his personal and punctual attention.

The British came no more, but shifted their attack to Washington and Baltimore.

When the British fleet again returned to the vicinity of Cape Henry, the militia of these counties were called to arms, but Admiral Sir George Cockburn hoisted anchors and disappeared into the mists of the vast Atlantic. The citizens of Norfolk did not know that New Orleans was his objective. It was our uninvited guest, Sir George Cockburn who two years later sailed to St. Helena with the most famous of political prisoners, Napoleon Bonaparte.

XXV—LAFAYETTE'S VISIT

After the Treaty of Ghent came the piping times of peace—but it was a peace of stagnation, not of prosperity, for Norfolk. Great Britain promptly closed her West Indian colonies against American ships, but the law was not strictly enforced, and some of the old trade returned. After three years Congress retaliated by closing American ports to British ships (1818). The object of our brilliant statesmen was to force Britain to her knees. Instead of that it forced the sensational development of all British colonies and completely ruined American commerce overseas. Norfolk was for thirty years (1820-50) ground between the upper and nether millstones, Washington and Westminster, and there was no relief.

Norfolk registered vigorous, if ineffectual, protests. William Maxwell, a poet whose verses fluttered for a while and then took their way down the stream of forgetfulness, a brilliant orator and erudite lawyer as well as a poet, voiced the city's opposition to these oppressive treaties and tariffs. It is rather strange that George Newton, the Congressman from this district for twenty years, voted for these measures!

In 1817 Norfolk's exports dwindled to two million dollars; in the 1820's they fell under \$200,000. What more need be said?

The shipping interests of New England suffered as did Norfolk. But New England harnessed her splendid and abundant water power and became industrial. The shipping interests of New York suffered, but the great city was saved by construction of the Erie Canal, opened October 26, 1825, which brought the enormous and ever expanding commerce of the Great Lakes and Middle West to the banks of the Hudson.

In 1790 the foreign commerce of New York and Virginia were about the same. In 1832 New York's commerce was \$57,000,000, and Virginia's just one million.

During these static years of disappointment, when no one came to Norfolk to reside; on the contrary when Norfolk-born men must seek employment North and West, there were some local items of interest.

The Treaty of Ghent had hardly been signed before a boat propelled by steam came up the Elizabeth (May 23, 1815).

The growing antagonism between Captains James Barron and Stephen Decatur supplied Norfolk with gossip for years. It is one of the dark spots in our social and moral history. Barron felt that Decatur had been unjust to him and too severe in his punishment which followed the surrender of the U. S. S. "Chesapeake". In that he was justified. Decatur was too proud to explain and too much of a disciplinarian to retreat. The misguided friends of each officer, instead of acting as peacemakers, continued to foment trouble between these two gallant sailors and stainless gentlemen. The situation became intolerable. Decatur left Norfolk (January 1, 1819), to make his home in Washington. Whether the quarrel motivated this change of residence no one knows.

At last Captain Barron challenged Decatur to a duel, which Decatur felt he could not decline. The two brave men met at Bladensburg, March 22, 1820, and both fell. Decatur died in agony. After long months Barron recovered, but the mark was upon him, and even a century of oblivion has not obliterated it. It was, first and last, an unfortunate and unjustifiable feud.

The visit of the Marquis de la Fayette was an event of great social interest. At Yorktown (October 19, 1824), General Robert Barraud Taylor spoke the welcome of Virginia, in an address, the memory of which still pleasantly lingers. On Friday, October 22, 1824, aboard the Steamer "Petersburg", the General landed at the foot of Market Square, amidst the salute of guns and the plaudits of a great multitude. Mayor John E. Holt received him officially, and under a huge arch (where the Confederate Monument now stands) the Mayor and William Maxwell delivered eloquent addresses to the distinguished visitor. Above his head, on the arch, "Welcome La-Fayette" was done in bold letters with flowers and autumn leaves. Processions, receptions, banquets and balls, in both Norfolk and Portsmouth, left no doubt of popular enthusiasm and appreciation. After four glad days the Marquis took up his journey to Petersburg.

The most famous of all Norfolk's citizens was a lieutenant in the Navy—David Glasgow Farragut, who married twice in the city, and made his home here continuously until the War Between the States. To the young officer was assigned the duty of returning the

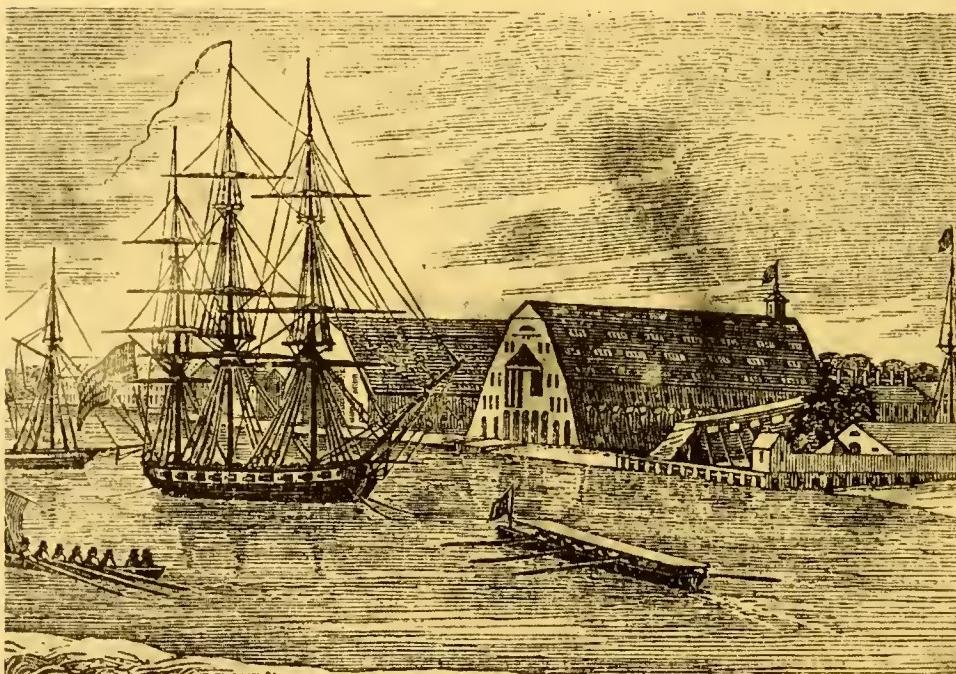
Marquis de la Fayette to France, in 1825, aboard the U. S. S. "Brandywine".

When Farragut returned to Norfolk in 1826, he established a naval school, certainly the first in America, perhaps the first in the world, aboard the U. S. S. "Alert". Samuel Lewis Southard, the Secretary of the Navy in the Cabinet of President John Quincy Adams, inspected the school, and gave it "one of the few, the very few, compliments I ever received from the Navy Department or its Chief", to quote Admiral Farragut.

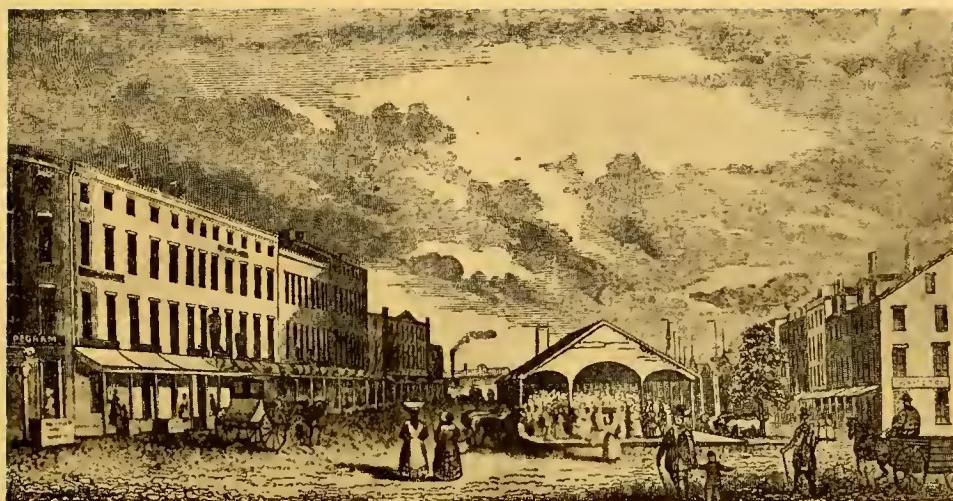
When the young officer was ordered to sea, after two years, the School was closed (1828). Unfortunately, no effort was made by the business or political leaders of the city to save the nascent institution. But it was reopened years later; not at Norfolk, but at Annapolis, Maryland, the United States Naval Academy.

The Dismal Swamp Canal was opened the last day of 1827, after it had been building (or should we say digging) 40 years! It was begun in 1787. The Borough secured the canal though it lost the great Naval Academy.

The day after the canal was opened (January 1, 1828), a great dry dock, the first in America and the largest in the world, brought hope for renewed prosperity and progress.



This picture, reproduced from one made in 1825, shows the Gosport (Norfolk) Navy Yard in its earlier days. The huge barn to the right was the "Boat Shed." When a frigate was built within, the front was removed and the ship launched.



For two centuries the business life of Norfolk centered in Market Square (Commercial Place). This photograph shows the old Square as it appeared in 1836, one hundred years ago. It is taken from the site of the Confederate Monument. The market stalls and distant ferries are plainly seen. See page 73.

The Virginia State Marine Hospital, located (1787) at Washington Point (Berkley), was moved to the site of old Fort Nelson, where it has grown to magnificent proportions as a great Federal Naval Hospital.

America became railway-mad. It must be confessed it was a worthy madness had the exploiting of so fine an invention not become the opportunity of an innumerable company of financial sharks and charlatans. The thrifty people of America were now to be fleeced out of millions; sufficient, if properly applied, to build three times the mileage the nation now enjoys; and Norfolk was the victim of much financial fleecing.

The first railway in Tidewater Virginia was the Portsmouth and Weldon, for the stock of which this city subscribed \$100,000 (1833). The story of that road to the Roanoke Valley; its building, failure, battles with legislatures and competitors; rebuilding and completion, November 27, 1851, is too long here to be told. It is sufficient to say that it was twice rebuilt, the second time after the War Between the States, and has now grown into a great system, serving innumerable towns and cities. It is today the Seaboard Air Line Railway, and no doubt it is worth to the business interests of Norfolk and the South, all it cost.

XXVI—THE FIRST CENTENNIAL

The First Centennial of the Borough's Royal Charter called forth the most elaborate celebration seen in Norfolk to that time.

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At sunrise, September 15, 1836, a salute of twenty-six guns awoke the town. Church bells rang a call to "exercises of prayer, thanksgiving and praise". A procession formed at the old Court House on Main Street, led by Mayor Miles King, the aldermen and other officers of the Borough. The clergy, various lodges and societies followed; then the schools, and last of all private citizens. "There was a military parade at the same hour", and the volunteer companies joined the gathering at the Court House. Captain John



Photo by H. P. Cook.

LITTLETON WALLER TAZEWELL

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Capron, the marshal, "preserved excellent order". Thomas Newton acted as standard bearer. William Wilson Lamb carried "the bright and beautiful silver Mace", on one side of Mr. Newton; and John Williams, Clerk of the Court, carried "the original charter with its ancient signet" on the other side.

The streets were gaily decorated and thronged with enthusiastic spectators. At the "new Presbyterian Church, nearly completed," opposite the ancient Borough Church, the march halted, and William Maxwell delivered an eloquent Centennial Address.

In the afternoon young Norfolk took to the water. Captains Jacob Vickery, James Cornick and Thomas Ivey led a regatta. Bands played on the decks of ships in harbor, and the happy day closed "without loss or accident".

XXVII—SENATOR TAZEWELL

Certainly the most sensational guest who ever came to Norfolk, if not the most distinguished, socially speaking, arrived without observation, remained in painful quiet, and left without creating a ripple of excitement. He was Louis Napoleon, then an exile, nephew of great Bonaparte, son of Louis Bonaparte, former King of Holland, and grandson of the Empress Josephine. None could have guessed, as the future is withheld from mortal vision, that Napoleon III, Emperor of France, was in town! Had that been known, how different would his reception here have been (April 19, 1837).

The visit of Henry Clay (April 24, 1844) eclipsed the visit of Prince Louis Napoleon. The people knew who Henry Clay was, and they did not know who Louis Napoleon was to become.

A baby boy was born to Matthew Ryan and Mary Coughlin, his wife, September 15, 1839, Abram J. Ryan, the beloved poet-priest.

The worst depression since the hard and bitter days of Bacon's Rebellion settled like a black and ominous cloud over country, state and city. The dreariest years of a long and dreary interlude were now at Norfolk's threshold. When the United States Bank failed (October 10, 1839), the wheels of industry stood still, and gaunt hunger crept forth to claim uncounted victims in all the cities and towns of America.

The election of 1840 swept the Old Line Whigs into power after the sensational and picturesque "Tippecanoe and Tyler too" campaign.

When the electoral college assembled to cast and count the

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country's votes, the electors of South Carolina gave that state's eleven votes to Littleton Waller Tazewell of Norfolk, Virginia. Never before nor since has such a signal honor been conferred upon a Norfolk citizen. Hugh Blair Grigsby has drawn for posterity the finest portrait of this great man. Here may it be said, briefly, that he served as the United States Senator from Virginia (1824-33), and as the Governor of the Commonwealth (1834-36). His home was a large and comfortable frame house, in an elegant garden, on what is now Tazewell Street. When the Tazewell residence was removed to Edgewater, where it may still be visited, the Colonial Theatre was built upon the site.

Senator Tazewell died just before the War Between the States (May 7, 1860). He was a true scholar, ripe with the product of the ages, a statesman too conscientious and too bold to be bound by ties of political expediency. He sleeps beside the members of his family under a fine, old, table tomb in Elmwood Cemetery.

XXVIII—A CITY

William D. Delany, the city's 118th Mayor, presented a memorial to the General Assembly of Virginia, asking a charter for a "City" (December 1844). Robert E. Taylor urged the passage of the bill (February 11, 1845), and an enabling Act was passed which directed that the people vote on the proposition (April 24). The polls opened at 10 a. m., and closed at sunset. Voting was done by voice, freeholders only having suffrage. 627 votes were cast; 355 affirmative, 272 negative.

Standing on the steps of the old Town Hall, the Mayor made proclamation, and the ancient Borough became a City. The charter was amended (March 20, 1850) to permit the city to establish a system of public schools, one of the first systems in the state and the South.

XXIX—BRIGHTER SKIES

The spirit of progress appeared in Norfolk in the mid-century. The winter of our discontent broke into cheerful spring. The Mexican War stirred nation-wide, industrial activity; that aided Norfolk. Shipping revived. Houses were built, new streets opened, new banks established. The "Herald" declared (February 11, 1854):

"A new spirit has been enthused into our people. Business establishments have nearly doubled in number. Wherever we go we are gladdened by the thriving aspect of our City."

Perhaps the editor was thinking of such items as:

—The U. S. S. "Powhatan" launched at the Navy Yard, February 14, 1850, with great ceremony. Commodore Sloat, Captain Farragut, and Lieutenant Glisson opened their homes in honor of the occasion.

—The new City Hall was used for the first time, May 20, 1850.

—The Seaboard and Roanoke offered service as far as Suffolk, November 9, 1850, and then to Weldon, November 27, 1851.

—Two newspapers appeared on the streets for the first time, the "Southern Argus" (1848), and "Daily News" (1850).

—The City Gas Works were completed October 1, 1849.

—A line of "packets", steamships, began service from Norfolk to New York, December 1, 1852.

—The City took \$200,000 worth of stock in the proposed railway to Petersburg, December 10, 1852.

—The census found 14,320 people here, against 10,920 in 1840. As enlisted men were counted in 1840 and not in 1850, the city registered a gain of 50%.

—Contracts were signed for a new Federal Building, at the corner of Main and Granby, May 18, 1853. Work was begun, but later suspended.

—Eight years before the mid-century (1842), two young farmers from Connecticut began shipping vegetables from their farms on the Western Branch to northern cities. This was the modest beginning of the trucking industry.

—Business conventions with florid oratory and many resolutions were the order of the day. Much was mere noise, but the meetings achieved some substantial reactions.

There were optimists who hoped to see again the golden days, when one might walk from Norfolk to Portsmouth on the decks of ships, had they been properly placed.

Unfortunately a macabre procession of calamities was impending, pestilence (1855), Civil War (1861-65), martial law (1862-65), and the diabolical poison of Reconstruction (1865-70). The wealth and culture of a century was to disappear, as the fleeting clouds of heaven. Fifteen tragic years cast shadows of death, disaster and despair over this unhappy city.

XXX—THE PESTILENCE

All cities, European and American, have been the victims of epidemics. Smallpox and yellow fever visited Norfolk at long in-



tervals. In 1795 an epidemic of yellow fever carried 500 victims to their graves (one-fifth the population of the town).

The U. S. S. "Benjamin Franklin", in from St. Thomas, Danish West Indies, dropped anchor at Old Point, June 7, 1855. She had a cargo of pestilential mosquitoes, though none knew it. Two of the crew died on the voyage. The passengers were panic-stricken and left at the earliest possible moment. Then her crew deserted. The unfortunate ship was anchored off Gosport for repairs, and a young mechanic from Richmond, working on her, died (July 8). Other cases appeared in the crowded tenements nearby, then in various parts of Portsmouth. A clerk, who worked near her, but lived in Norfolk, died (July 25). He was the first victim in Norfolk. Seven died the following week, all of whom lived in a crowded row of buildings between Main and Water Streets. Some "philanthropist" set fire to the tenements, but the plague spread rapidly to all parts of the city. All classes were stricken with frightful thoroughness, precision and impartiality. Hundreds fled—half the population disappeared by August 10. Neighboring towns declared quarantines and refugees could not enter. Physicians and nurses hurried here with noble Christian fortitude, half of whom died.

By the middle of August the city was a living tomb. The 14th was observed as a day of fasting and prayer. The streets were silent and deserted. None save an occasional physician or clergyman passed. All stores and residences were closed.

The river was as lonely as the land. Not a vessel approached these once-crowded shores, save a small boat which ran once daily from Old Point, bringing the mail, medicines, sometimes a physician or nurse, and often with her decks piled high with coffins. Coffins were the only article now in demand, and the demand could not be supplied. So deep a hush lay along the riverside that the waters scarcely whispered of the time when the sea shall give up her dead. August dragged death-laden hours. Sometimes 100 died in one day. September was as cruel as August; but when the first frost fell, the plague disappeared as promptly as it began. The survivors took a dismal inventory. "Every man, woman and child almost without exception had been stricken, about 2000 died." Two-thirds the total white population and one-third the colored were stricken. Among the dead were the Mayor, Hunter Woodis; the President of the Select Council, J. G. H. Hatton; the proprietor of the National Hotel, B. B. Walters; the postmaster, Alexander Galt; prominent bankers, John D. Gordan, Josiah Wills and Alexander Feret; the former mayor, William D. Delany; ten of the city's physi-



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cians; four of the eight pastors and 26 physicians from other cities. Forty-five who answered the call for help were dead.

There was a lad living in Virginia, the son of a Methodist clergyman, born in Gloucester County thirteen years before his name was Walter Reed!

XXXI—THE CUSTOMS HOUSE

Slowly and painfully the currents of life began to flow again. People were dazed, but gradually became normal. Not until December 30, 1857, was the new Federal Building finished. It was used by the Customs and the Postal Departments. It is an elegant and classic example of architecture, perhaps the finest in Norfolk. Forty years later the post office demanded larger quarters and a handsome new building was erected on the corner of Plume and Atlantic. Thirty years later the costly new Federal Building was erected on Granby Street (1933-35).

XXXII—TROUBLE THREATENED

The fatal effects of the epidemic had not been negotiated before the horrors of civil strife burst forth. The Democratic party ruled the nation almost without interruption since the term of Thomas Jefferson. It split over the vexed question of slavery in the territories.

Norfolk was always a Whig citadel in a dominantly Democratic state. In the bitter election of 1860, Norfolk cast 986 votes for Bell and Everett, the "Constitutional Union Party", as the Old Line Whigs called themselves. Breckenridge and Lane, the slavery-extension Democrats, received 438 votes, and Stephen A. Douglas and Johnson, the Squatter Sovereignty Democrats, received 232 votes. Abraham Lincoln did not receive a vote, but he picked up four in Portsmouth. Lincoln was a minority President by a million votes. He was elected by the stubborn factional contest which divided the Democrats. South Carolina "danced crazily out of the Union" (as the "Norfolk Herald" said). The Gulf states followed her tragic precedent. The situation was aquake with internal dissension and uncertainties. Slavery and secession should have been fought out under the dome of the Capitol at Washington. Ballots, not bullets, were the ammunition required. "All they who take the sword shall perish with the sword" (Matthew 26:52) is a lesson mankind is slow to learn.

Those who appreciated the gravity of the situation, and who were not deceived by the plausible propaganda of politicians, observed a day of fasting and prayer, January 4, 1861.

A constitutional convention was called to decide upon Virginia's future course. James R. Hubard, the avowed Secessionist candidate for the Convention, was decisively beaten by General George Blow, the Unionist candidate (992 to 442).

The Unionists in Virginia (and they were a substantial majority) were bitterly disappointed in President Lincoln's inaugural address. The new President had not one word of comfort or encouragement for the Union men who were holding four great states, Virginia, North Carolina, Tennessee and Arkansas, in the Union, despite the frantic efforts of Secessionists to draw them into the Confederacy. Without these great, border states the Confederacy was doomed to speedy extinction. Lincoln's attitude played directly into the hands of the radical Secessionists. After the fall of Fort Sumter, instead of an olive branch he called for 75,000 troops (these four states included) to put down a "rebellion", which vast multitudes believed then and believe now was not rebellion, but a right guaranteed by the Constitution and fully endorsed by the historic precedents of a century.

President Lincoln was like a householder who would quench an ominous blaze by pouring gallons of gasoline upon it. The Union must be preserved, by bayonets; and sealed with fratricidal blood.

Even under such drastic provocation a change of 16 votes would have held Virginia (and that included West Virginia) in the Union. Had the President gone to Richmond and conferred with a few of the leaders, whom as a former Whig he knew personally, the state would not have seceded. Or had he invited the Unionists to a conference at Washington and treated with them as conscientious men and true citizens, Virginia would not have seceded; nor would the other states that followed Virginia's lead.

This is the supreme political blunder in American history. A blunder that cost oceans of blood and flooded all the land with bitterness and tears. History walks by devious paths, but in the end simple truth must prevail. The Democratic demagogues who deliberately tore their party asunder are directly responsible for the secession of the Gulf states. President Lincoln's cold indifference to the Unionists of the South was responsible for the secession of the four border states. Both parties must stand condemned before the bar of history.

XXXIII—CONFEDERATE NORFOLK

The fatal Ordinance of Secession was adopted by the Constitutional Convention of Virginia, April 17, 1861, and the Secessionists

of Norfolk went wild with joy. Many with cooler heads shook them with apprehension. Among them Captain David Glasgow Farragut, who had been a citizen of Norfolk all his life, in so far as a naval officer has a home. In discussing the situation the day after the Ordinance of Secession was passed (April 18), he expressed his opinion that the President acted wisely in calling for 75,000 troops to "put down the rebellion." A neighbor and friend told Captain Farragut that one who held such opinions "could not live in Norfolk." "Very well," replied the Captain, "I can live somewhere else." As a young lieutenant, Farragut married Susan Caroline, the daughter of Jordan Marchant, a wealthy Norfolk merchant. After her death he married Virginia, the daughter of William Loyall, of an ancient and distinguished Norfolk family. With his wife and son he took passage that evening for Baltimore.

Once only did he return to this city. Four years after his departure, he commanded a fleet in James River, and visited Norfolk as one of the heroes of the war. He was given a banquet and reception by the naval and military officers. It was his last visit, for he died in Portsmouth, N. H., August 14, 1870, sixty days before the death of General Lee.

XXXIV—THE NAVY YARD

General William Booth Taliaferro commanded this district at the beginning of the war. The Richmond Grays and six companies from Petersburg reached Norfolk April 18. General Taliaferro's duty and opportunity were two-fold, to protect the Navy Yard from destruction, and to secure the ships in the harbor—in both he failed.

The U. S. S. "Pawnee", crowded with troops from Fort Monroe, sailed to the Navy Yard and aided in the work of destruction. At 2:00 A. M., Sunday, April 21, the "Pawnee" and "Cumberland" slipped quietly back to Hampton Roads. At 3:00 A. M. there was a series of explosions and most of the buildings at the Yard burst into flames. The Virginia troops rushed in, but it was too late to save much. The U. S. S. "Plymouth", "Columbus" and "Delaware" were scuttled and sunk in the Southern Branch. The "Merrimac" and "Germantown" were burned and sunk. The "New York" was totally wrecked. The "Pennsylvania", "Dolphin" and "Columbia" burned to the water. In those crowded three hours of an April Sabbath morning, the Confederate States lost one of the best appointed Navy Yards in the world and a fleet (one might say a navy). To be sure something was salvaged.



XXXV—THE BLOCKADE

Bulwarks of defence were hurriedly thrown up to protect Norfolk. Fort Nelson reappeared on the Naval Hospital grounds with sixteen guns in place, and it took its ancient name. Fort Norfolk mounted fifteen guns; the work at Sewell's Point twenty-nine guns; at Pinners Point, eleven; at Lamberts Point, ten. Five guns covered the Indian Poll Bridge over Tanner's Creek (Granby Street); five frowned from Bush Bluff. Craney Island was manned and fortified.

The Macon (Georgia) volunteers were the first troops from the far South to arrive in Norfolk. There was a private soldier among them—Sidney Lanier.

How painfully superficial were many observers! Editors predicted that the "fun" would be over in sixty days. Neither North nor South realized the gravity of the conflict into which selfish politicians had brought the country. It was spring, like any other spring. Little waves lisped upon the strand, touched by the golden fingers of the sun. The perfume of lilacs was wafted into the large French windows of the mansions on Freemason Street, where happy hostesses and pretty girls made merry with the handsome young soldiers in natty, gray uniforms. Spring, life, youth and joy abounded!

President Lincoln proclaimed a blockade from the Chesapeake to the Rio Grande. That, too, was considered a jest. Let Abe blockade 3000 miles of shore if he can! But four years later, when the Confederate soldiers were marching and fighting on a handful of parched corn, as a total ration for a day, it was not so humorous.

This blockade defeated the Confederacy. If the markets of the world had been open to the South, her armies could never have been defeated. When Lincoln proclaimed a blockade, and made it increasingly effective; and when Davis failed to break it, the end was merely a matter of time and attrition.

With the Federal fleet in Hampton Roads, and a Federal army at Fort Monroe, Norfolk might as well have been located on the summit of the Blue Ridge for any real aid she brought the Confederacy.

XXXVI—THE MERRIMAC-VIRGINIA

To make the blockade more effective, to tie up a great section of North Carolina, to force the surrender of Norfolk, and to recapture the Navy Yard, the Federal army took Roanoke Island (January 11, 1862). The Confederate President and General Staff were strangely indifferent to this strategic movement; and that despite





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This rare photograph shows the duel between the Merrimac-Virginia and the Monitor, March 9, 1862. In the distance the U. S. S. Cumberland is shown as a wreck, and the U. S. S. Minnesota fled to shoal water when the Merrimac-Virginia could not follow.

constant appeals for help. The back and front doors to this city were now in Federal hands.

At the Navy Yard the Confederate engineers, John Mercer Brooke, John L. Porter, William P. Williamson, and others, labored against time and discouragement to launch the C. S. S. "Virginia", which the people in the South, as well as in the North, continued to call by her original name "Merrimac". Her story is much too long to be told here. She was invincible to the guns of her day. She changed the naval architecture of the world, commercial as well as martial, but she failed to break Lincoln's blockade. It is melancholy to reflect that those who built her were forced to destroy her, lest she fall into the hands of the enemy and her powerful guns be turned against those who cast them!

XXXVII—NORFOLK SURRENDERED

During the night of Friday, May 9, General John E. Wool used the Old Bay Line Steamer "Adelaide" and small boats to ferry 6,000 men from Old Point to Willoughby Spit. Early next morning they took the road to Norfolk under the eyes of President Lincoln and Secretaries Edwin M. Stanton and Salmon P. Chase. At Indian Poll Bridge the Confederate fire halted the invaders and the bridge was burned. The Federal army detoured and reached the limits of Norfolk by Princess Anne Road.

Mayor William Wilson Lamb and members of the Council were waiting at Church Street to explain to General Wool that the Confederate force had retired. They wished to surrender the city, asking that the people and their property be protected. The General

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replied courteously, and rode to the Court House in the Mayor's carriage with General Viele and Secretary Chase.

On the steps of the Court House the Mayor addressed the crowd, explaining that the city had surrendered. General Wool spoke briefly, advising the people to obey the law, return quietly to their homes and go as usual about their occupations. Three cheers were given for President Davis; three groans for President Lincoln, and the crowd dispersed.

XXXVIII—THE BLACKEST DAYS

Norfolk has suffered many misfortunes and triumphed over dire disasters, but the blackest era in three centuries were the three years under the heel of the Federal army (1862-65). Worse than the tyranny of Dunmore, worse than the pestilence of 1855, the political persecution and personal humiliation of Norfolk's citizens was as cruel as it was unnecessary. Such Federal commanders as Viele, Butler and Wild have left names that must ever disgrace the Army of the United States. Their records lour like horrid monsters whose shadows have not lifted after three generations.

Historians usually justify the political persecution of reconstruction as due to the anger and vengeance that followed the assassination of President Lincoln. No such mitigation may here be pleaded. Federal tyranny was fiercest in Norfolk long before the President was shot. Much of the cruelty here he condoned if he did not encourage. We regret to record that President Lincoln was deaf to every appeal for justice from Norfolk.

Our citizens declined to take the iron-clad oath (that they had never, or would never aid the "rebellion" in any way whatsoever). General Wool insisted. The citizens replied that they regarded themselves as a conquered portion of Virginia. While practically every son of Norfolk of military age was fighting at the front, should their fathers at home become traitors to their country and false to their convictions of constitutional government?

General Wool replied, "Take the oath, or starve."

To Norfolk's eternal glory be it said that our people with practical unanimity preferred to starve. Some things are more precious than life; honor and patriotism are among them.

The punishment of the city began when General Egbert Ludovicus Viele was placed in command. For eighteen dreary months (May, 1862-November '63) that man was Norfolk's tyrant.

The first year of captivity dragged by slowly. The privacy of homes was ruthlessly invaded; and, if the homes were handsome,

they were confiscated. Federal officers moved in. Negro soldiers were urged to enlist, and when uniformed, they paraded the streets and were privileged, if not actually encouraged, to insult their former masters, who were "rebels". When news came in of General Lee's slashing victories, there was great rejoicing in the hearts of our people, although none dared express their joy by word or even gesture. That would be treason—and the punishment for treason was fines, imprisonment, meted out with a relentless hand. There was bitter sorrow when a son of Norfolk fell, but they were regarded as martyrs for the Constitutional rights of Virginia, and of local self-government.

The press was completely silenced. Every principle of democratic government was ruthlessly violated by those who posed as the champions of liberty and justice.

XXXIX—EMANCIPATION

Historic accuracy requires that some caustic criticism be passed upon the administration and career of President Lincoln, but it must be said in justice to him that his Proclamation of Emancipation issued January 1, 1863, was the shrewdest political strategy in the history of the nation. By a stroke of his pen he changed a war of conquest, unjust and unconstitutional, into a crusade for human liberty! In that moment he became the champion of freedom, and he solved for the nation and especially for the South, the most intricate and difficult problem that could confront any people. Statescraft has no more brilliant example.

The Proclamation was celebrated by a parade in the streets of Norfolk which featured 500 negro soldiers; and two colored women in a cart tearing the Confederate flag and trampling it underfoot. They marched from Market Square to the residence of Dr. William Selden, at the corner of Freemason and Botetourt Streets. The distinguished physician and his family had been put out by General Viele who moved in and made himself comfortable. The General, standing on the front porch, made an address, after which the parade was resumed to the fair grounds (18th and Church Streets), where an effigy of President Davis was burned with great applause.

To such depths of humiliation had the once proud and cultured city now descended! Strange and usually hard faces were seen on the streets. Homes once happy were silent and darkened. Timid women, fearing that worse was yet to come, retired behind bolted doors and drawn blinds. The very eaves of the houses dripped desolation, aching hearts spent days in prayer and hideous nights in dread.

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Six months later the town was shocked by a tragedy not yet forgotten. Dr. David M. Wright, a physician beloved for a long life of service, especially heroic in the recent epidemic, the father of a noble young captain in the Confederate army, watched a company of colored soldiers as they marched along Main Street, under a Captain who was a white man named Sanborn. This fresh evidence of political persecution and cruelty so infuriated Dr. Wright that with clenched fists he looked Sanborn in the eye and cried "Oh, you coward."

Sanborn ordered the negro soldiers to arrest him. As they approached, he ripped out a pistol and shot Sanborn twice. The wounds were fatal. He was promptly tried and sentenced to be hanged. President Lincoln was importuned to interfere, but turned a deaf ear to all appeals. The Doctor was taken in a cart to the fair grounds, October 23, and on the same spot where President Davis was hanged in effigy New Year's Day, Dr. Wright was hanged in the presence of 5000 people. Dr. Wright was not justified in shooting Captain Sanborn, but he was regarded as a martyr of the tyranny persistently practiced by the Federal army upon a prostrate and helpless people. It isn't when one dies that really matters—but how.

During General Viele's stay in Norfolk a son was born to him, in the Selden residence. The son is now the famous French symbolist poet, Francis Viele-Griffin.

XL—BENJAMIN F. BUTLER

Evil as was the reign of General Viele, worse was yet to come. General Benjamin Franklin Butler, who voted at Charleston, South Carolina, through 58 ballots to make Jefferson Davis the Democratic Presidential nominee against Douglas in 1860, succeeded Viele. His cruelty in New Orleans boded Norfolk ill. Fortunately there remained only seventeen months of war.

General Butler began with energy. "Disrespectful language" to or about an officer or soldier, black or white, in the Federal army, was a "misdemeanor," punishable with fine or imprisonment or both. With this encouragement professional spies appeared all over town. Spying and informing were lucrative. Butler paid well directly and indirectly for all information. "Rebels" deserved to be fined, if they had anything, and clapped into prison if they hadn't.

All permits to trade were revoked. New permits must be bought at Butler's prices, and the fees were exorbitant except to the General's favorites who had recently arrived from the North. One per cent ad valorem was levied upon all goods shipped in, and all vessels sail-

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ing must pay \$5.00 to \$15.00 for that privilege. Oystermen were charged a fee of 50c to \$1.00 a month.

The liquor business, the only trade then thriving, was monopolized by two friends of General Butler; one from Boston, the other from Lowell, Massachusetts. They sold \$1.00 worth of whiskey for \$3.00 and all else in proportion.

Butler confiscated the city gas works, as his subordinates confiscated any homes they desired. He sold very inferior gas at twice the rate good gas was furnished in Washington, D. C. Even the dogs were taxed, and if they did not pay General Butler \$2.00 each per annum, their heads were cut off.

The General seized the ferries said to be worth about \$15,000 to \$18,000 a year. These items and many like them equally cruel, dishonest and unreasonable, were laid, not once but often, with full proof, before President Lincoln as Commander-in-Chief of the Army. Never in one instance did Lincoln act.

One Norfolk woman wrote: "I would be willing to be hanged for the sake of seeing dear, old Norfolk free. I hope never to see another city given up. I would rather see my home laid in ashes than to live as we are now living. What is wealth compared with freedom? My hand trembles and my blood boils with rage when I think of the scenes I saw yesterday at headquarters (Scrap Book of Miss Virginia Gordan).

XLI—EDWARD A. WILD

General Butler had a comrade after his own heart in General Edward Augustus Wild, who also came South to civilize and Christianize the "rebels". General Wild was born in Brookline, Massachusetts (1825) and served as a Captain under McClellan (1862). He spent 1863 recruiting colored soldiers and was made a Brigadier of Volunteers. In December, 1863, he marched through Princess Anne and Norfolk Counties, with two negro regiments. They plundered every farm, burned every home and barn, drove off the live stock and left a desert in their wake.

The story is told (by a Federal officer) of Wild's visit to the home of Captain White, who was serving in the Confederate army. Wild arrested Mrs. White "as a hostage". As she was in a delicate condition, her nineteen-year-old daughter, who later lived for years in Norfolk, insisted: "General, you cannot take my mother; take me." He took the brave girl, burned the house and left the farm a total wreck. A regiment of New York soldiers met Wild and his colored troops on their way to Norfolk. The New Yorkers were enraged when they saw the white girl a captive in the negro regiment



and were about to rescue her. But she begged them to let her go, declared that she was unharmed. She was imprisoned in the second story of General Wild's Headquarters.

When the atrocities committed by Wild were protested to Butler, he merrily replied: "General Wild took the most stringent measures, burning the property of some of the officers of guerilla parties, seizing the wives and families of others as hostages for some of his negroes that were captured, and he appears to have done his work with great thoroughness, but perhaps with too much stringency." Wild General Wild, appointed to command in Norfolk and Portsmouth January 18, 1864, must have been wild indeed to wring such an apology from an American Attila like Butler.

In hideous temper General Butler confiscated the churches of the two cities (February 11, 1864). Two weeks later he arrested Rev. S. H. Wingfield, a Portsmouth pastor, because he declined to pray for President Lincoln and the success of the Federal armies. He was turned over to Colonel Charles Greene Sawtelle, and for three months swept the streets of Norfolk.

Rev. G. M. Bain, for years a faithful Portsmouth pastor, was thrown into prison and "put to hard labor". Rev. I. W. K. Handy, pastor of the Presbyterian Church in Portsmouth, was sent to Fort Delaware. He has left a valuable history in "United States Bonds", a book of 600 pages. Some of the cruelties he describes are incredible in a Christian country.

General Butler arrested Dr. George Dodd Armstrong, pastor of the Presbyterian Church in Norfolk, a hero of the epidemic of 1855, and a native of Connecticut. With a face like a hatchet, and a heart as hard as flint, Butler asked Dr. Armstrong if he would approve of hanging Jefferson Davis. Dr. Armstrong answered very positively in the negative. With a glint in his crossed eyes, Butler ordered Dr. Armstrong to Fort Hatteras at hard labor, and reported to Secretary Stanton:

"I do not consider that I am bound to feed and house a rebel at the expense of the United States without an equivalent. Therefore I directed that he should be put to labor."

Dismal as were the years of Reconstruction (1865-70), life was not so hard nor the town so gloomy as during the frightful years under Viele, Butler and Wild. One by one the ghastly evils were righted and slowly the cruel generals passed like ugly shadows from the horizon, taking with them their rubbish of brutality, insolence, egotism and ignorance.

PART THREE

XLII—THE CONFEDERATES RETURN

With the spring of 1865, as the gardens glowed with brilliant blossoms and the breeze from the south brought promise of a better day, the paroled Confederates began to arrive. Slowly and painfully, some walked from the plains of Texas, all were worn, many wounded. Some had the pallor of prison on their brows. Yet they brought the first, real happiness, peace and sense of security since General Wool took possession (May 10, 1862).

It was noticed that the carpet-baggers, Federal officers and soldiers and their colored allies calmed down increasingly as the bronzed Confederate heroes appeared. Women no longer hid behind the blinds, and little children now walked the streets.

Business was dead, yet hope survived and slowly conditions bettered. Thomas C. Tabb, a fine Old Line Whig, a Unionist before the war, an excellent lawyer and valuable citizen, was appointed Mayor. Francis Harrison Pierpont, the man who did more than any other to tear the western counties from Virginia and erect the new state of West Virginia, was Governor of Virginia by Presidential appointment, and he moved into the mansion at Richmond. He was, at least, a Virginian, not a radical, but a harmless old man, anxious to heal the wounds he had done much to inflict.

Many valuable citizens came to make their homes in Norfolk and brought substantial aid in laying the foundations of future prosperity. They were not carpet-baggers but business men interested in real estate, lumber, cotton, tobacco, and every line of commercial activity. Many came from the North, some from the West and quite a number from Canada, England and other European countries. They prospered, and to them and their children Norfolk is indebted for much subsequent prosperity.

Steamers arrived again from Baltimore and New York, as "before the war". The railways were being rebuilt. General William Mahone returned from Appomattox, now one of Virginia's heroes, to weld a chain of steel that ultimately bound Cincinnati and Memphis to Norfolk and Hampton Roads.

Farmers were busy in the fields, mails arrived and departed, the courts were open, Confederate money disappeared but millions of greenbacks circulated on Main Street and along Market Square.



The most delicate and dangerous problem for this city and state was a huge army of unemployed freedmen. At least 70,000 of these unfortunate refugees, fed by the Federal government, were now segregated within twenty miles of Norfolk.

With these "wards of the nation" the soldiers of the United States Army had constant trouble. A riot occurred (June 22, '65) soon after the surrender. The blue-coats shot up the negro section south of Main and east of Market Square. Next day hundreds of negroes armed with sticks, stones and razors charged every soldier on the horizon. Pickets were placed all over town and finally restored order.

Serious trouble occurred again when a regiment of colored troops passed through Norfolk on the way to Baltimore. A pitched battle with the 20th New York Regiment in the streets was narrowly averted. In such riots Norfolk's citizens were the innocent bystanders, but always the sufferers. Following the advice and example of Robert E. Lee, repeated in Norfolk by Colonel Walter Herron Taylor and other Confederate officers, the veterans meticulously obeyed the laws and refrained from violence. It was extremely irritating when the Radical press of the North played up such riots as evidence that the "rebels" were making trouble and the South must be kept in complete subjection. Many editors told their readers that the rebels were planning to re-establish slavery!

XLI—CIVIL RIGHTS BILL

To the consternation of the South, the year 1866 brought the XIV Amendment, passed first under the innocent title "Civil Rights Bill" (April 16). By it all Negro men were allowed to vote and hold office, but no white man who had served or even sympathized with the "rebellion" should be allowed to vote or hold office. This masterpiece of radical legislation, pushed into a law by Thaddeus Stevens, added new wounds to the sorrows of the South. A procession of colored people marched from Market Square to Bute Street to celebrate the Civil Rights Bill. A young man, Whitehurst, was set upon by the marchers, driven to his home, where his step-mother was accidentally shot. Federal troops were called out under Major P. W. Stanhope, but even in spite of the soldiers the rioting continued all night.

The Congressional election in the fall of 1866 gave the Radicals who insisted upon "punishment for rebels", an overwhelming majority. It seemed to the South that all hope was now lost. The Commonwealth ceased to exist and Virginia became "Military Dis-





trict No. 1". Fortunately the commander of Military District No. 1, General John M. Schofield, was a brave soldier and true gentleman, anxious to bring peace and restore harmony now that the war was over.

A new Constitution must be prepared and adopted before Virginia could again be admitted to the United States. As the white population was disqualified the new Constitution must be written by the carpet-baggers and their colored allies. In Norfolk 2,049 colored men registered, but only 1,910 white men.

The election was held October 22, 1867, and the Underwood Convention, as it has always been called, met in the State Capitol (December 3, 1867). It was remarked that the most troublesome and talkative member of the Convention was a colored member from Norfolk named Bayne.

XLIV—THE CRISIS

More and more the Conservative elements of the North and the Northern men living in the South realized that even a white man who lived in the South had some claim for justice. Gilbert Carleton Walker, President of the Exchange National Bank, Norfolk, made his home on Granby Street near Freemason. He was a native of Binghamton, New York, and a Colonel in the Union Army. Walker took part in few if any battles, and retired from the Army in 1864 "on account of his health" (which seemed to his neighbors to be robust). The Colonel was deeply interested in the rehabilitation of Norfolk. He was a business and personal friend of the famous Confederate General and railway builder, William Mahone. Mahone was the shrewdest of politicians, and he determined to unite all Conservatives, Democrats, Whigs, Republicans, Northern and Southern men behind Colonel Walker and make him Governor of Virginia. He did it! But there are several threads to this story.

General Grant was the hero of the nation. As victorious soldier and presidential candidate he swept the country November 2, 1868.

At this critical juncture, with the adoption of the Underwood Constitution pending, Henry Horatio Wells, the provisional governor, who had displaced Pierpont, a Radical of Radicals, was candidate to succeed himself. If Wells were elected and the Underwood Constitution adopted, Virginia would be ruined. Alexander H. H. Stuart, a wise and patriotic statesman, formerly a power as an Old Line Whig, came forward with the famous Christmas Compromise of 1868, published in two Richmond papers, Christmas Day. He urged Virginia to accept Universal Manhood Suffrage if the Radical Congress would grant Universal Amnesty. The compromise meant



in plain English we will agree to negro suffrage if the Congress will permit the Confederate veterans to vote. The suggestion was at first bitterly opposed; but the longer it was debated the more reasonable it appeared. Congress was determined to pass the Fifteenth Amendment (universal suffrage) and force the South to accept it, whatever Virginia did.

Mr. Stuart and a voluntary committee, mostly Old Line Whigs, called on General Grant in Washington and found him sympathetic. In fact, he promised that the people of Virginia should vote on the Underwood Constitution and on the clauses disfranchising Confederates and forbidding them to hold office separately.

Meanwhile, General Mahone prevailed upon all the Conservatives to unite on Colonel Walker, the Norfolk banker, and defeat Wells. The choice was between a Conservative carpet-bagger against Radical carpet-bagger.

General Grant in his first Presidential message, fulfilled his promise to Alexander H. H. Stuart and the Whigs. Congress passed the enabling act without opposition and President Grant set July 6, 1869, for the election. Virginia was to elect a Governor, to adopt a Constitution, and to accept or reject the obnoxious clauses forbidding "rebels" to vote or hold office.

The campaign was off to an exciting start. Walker toured every section of the state and made friends everywhere. More and more the people realized that this election was one of the most vital, perhaps the most critical, in our history. The carpet-bag office-holders fought to the last ditch to hold their lucrative if disgraceful jobs. When at last the sun set and the votes were counted, Virginia and Norfolk went wild with joy. Colonel Walker polled a handsome majority, the two obnoxious clauses were defeated and the civilization of Virginia saved.

Wells carried Norfolk by 76 votes, but Walker carried Virginia by 18,331 votes.

The night after the election, July 7, 1869, the city held a spontaneous celebration. Milling crowds, laughing and cheering, thronged Market Square and Main Street. They paused to hear an address by Arthur S. Segar, they lit bonfires in the streets, they set off fire-works, they fell in behind a band and called Governor-elect Walker to the balcony of the Atlantic Hotel and applauded him to the echo.

Sixty days after this triumphant election the Radical Governor, Henry Horatio Wells, resigned. We have no doubt his resignation was prompted from Washington, although that has never been stated.



Wells passed from the pages of Virginia's history, an ominous figure whose departure was by far the most grateful act of an ignominious career.

President Grant immediately appointed Colonel Walker, Governor-elect, Provisional Governor of Virginia, to serve from September 21, 1869, to January 26, 1870, at which time he was inaugurated Governor by the will of the people. Reconstruction in Virginia was over. The Virginians awoke as from an hideous nightmare. Now at last, Anglo-Saxon civilization saved, men could arise and build.

XLV—THE PRESS

Perhaps this campaign could not have been won without the press. Norfolk has been peculiarly fortunate in its editors.

It will be recalled that the Earl of Dunmore wrecked John Holt's "Virginia Gazette or Norfolk Intelligencer" before the Revolution. After that war "The Norfolk and Portsmouth Journal" appealed to both towns. "The Norfolk and Portsmouth Chronicle" was established in 1788 by J. and A. McLean, two enterprising young men from New York, but one of them died and the paper then became "The Virginia Chronicle and Norfolk and Portsmouth General Advertiser", a very long name for a very small sheet. The next evolution brought "The Herald and Norfolk and Portsmouth Advertiser" (August 13, 1794), published by Charles Willett. "The Herald" continued publication until the War Between the States. For years it was edited by T. G. Broughton. It seems to have had the field alone until 1804, when William Davis established a Federalist paper, reviving the old name, "The Norfolk Gazette and Public Ledger".

After the War of 1812 "The American Beacon" appeared (April 7, 1815), and flourished. It was a Whig paper in a Whig town. William E. Cunningham, for years its editor, died in the pestilence of 1855.

A penny paper, "The Evening Courier", established July 29, 1844, was edited by William C. Shields. In 1851 it changed its name to "The Daily Courier", William Wallace Davis, editor.

About the time of the Mexican War, the "Southern Argus", edited by S. T. Sawyer (January 8, 1848), advocated the extension of slavery and, later secession. A. F. Leonard was for years its able and influential editor. When the war began (August 2, 1861), the "Argus" suspended.

New Year's Day (1851) brought "The Daily News", a Demo-



cratic sheet published by T. F. Brotherly and C. H. Beale, who also died in the epidemic (1855).

"The American" lived a short time, until its plant was destroyed by fire (November 11, 1856). Neither did "The Day Book" long survive. It was ably edited and widely quoted (1857-62), John R. Hathaway and Thomas O. Wise, editors.

General Butler, one may be sure, had his cross-eyes on the press. He issued a paper called "The New Regime"—it disappeared with the General.

The first paper to appear after the cataclysm was the "Norfolk Virginian" (November 21, 1865). William E. Cameron of Petersburg, a brilliant, young Captain in Lee's Army, later Governor of Virginia, was the first editor. In his last years the Governor re-



The Yorktown Celebration of 1881 had its repercussions in Norfolk. A Memorial Arch was erected on Main at Market Square (Commercial Place) under which the parade was featured. The poem "Arms and the Man" read by James Barron Hope, soldier, editor, poet, of Norfolk was a feature of the Yorktown Centennial.

turned to Norfolk and to the same position with the same paper. Michael Glennan bought the "Virginian". Of him it was said, "He was one of the youngest soldiers that left Norfolk in defence of the Confederacy. He entered the army at the age of 16; although exempt from service on account of his youth, and on account of lameness. He served gallantly during the entire war. A Norfolk Company declined to receive him because of his youth and physical disability. He joined the 36th North Carolina Regiment under Colonel William Lamb of this city, was captured at Fort Fisher, served again with Joseph E. Johnston until his surrender. He returned to Norfolk and by his energy and initiative became the sole owner of the "Virginian" (H. W. Burton).

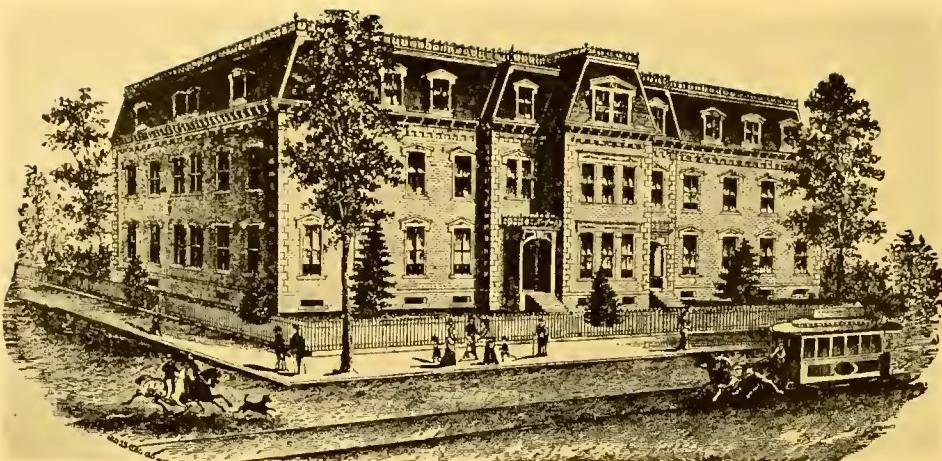
From the first the "Virginian" has been influential because of its conservatism and wholesome attitude. In 1898 (March 31) it purchased "The Norfolk Pilot" which had been established during a reform movement led by Rev. Sam Small. "The Virginian-Pilot" has acquired nation recognition. Democratic, politically, it is fair and impartial.

An afternoon paper, "The Norfolk Public Ledger" (August 3, 1876) made a modest start, consolidated with "The Norfolk Dispatch", and as the "Ledger-Dispatch" has a huge circulation in Tidewater Virginia.

"The Journal" was established December 4, 1866, by Colonel J. Richard Llewellyn and others. It became "The Norfolk Landmark", which was for years edited by Captain James Barron Hope. His career as a Confederate soldier, poet, editor, and influential citizen is well known. The "Landmark" ultimately merged with the "Virginian-Pilot".

XLVI—ALEXANDER GALT

Though the state was rescued, the municipal government of Norfolk was still controlled by the Radical element. An election was called for May 26, 1870, and the bitter campaign was a fight to the finish. The Radicals might have won, had not President Grant removed the disabilities of some 200 ex-Confederate soldiers. John B. Whitehead, the Conservative candidate for mayor, and a majority of the Council were successful at the polls. The new Council had a radical minority of four, all colored men, among nine members. When Mr. Whitehead took the oath of office July 1, 1870, Reconstruction in the city was over. The failures and disasters of Norfolk's fifteen tragic years still hung like a ragged cloud upon the horizon, but slowly dissolved in the dawn of a brighter day.



The Norfolk College for Young Ladies was on Granby Street. College Place is shown at the extreme left. The dormer roof of this fine, old school may still be seen above the busy stores that front on Granby Street below it. The Newton residence, once the Bank of the United States and in 1888 the Library Building, was on the corner of College Place just to the left of the view.

Even the darkest era has features that lift the hearts and courage of men. It is pleasant to turn from the sordid mire of fetid politics. Hugh Blair Grigsby gave an unusual reception at his home with "Sappho" as the guest of honor when at last she arrived. The reception is of interest because of the prominence of all parties.

Alexander Galt, son of the postmaster, who died in the epidemic of 1855, was a born sculptor. Even as a lad at Norfolk Academy he carved likenesses in chalk. He studied in Florence, Italy. His "Virginia" may still be seen at the Art Union of New York. Thomas C. Tabb, the mayor, secured for Galt the order to execute the statue "Jefferson", now at the University of Virginia. The brilliant young artist contracted smallpox in the camp of Stonewall Jackson, whither he went to prepare a statue of the famous General, and died January 19, 1863.

Hugh Blair Grigsby (1806-1881), the distinguished son of Benjamin Porter Grigsby, who organized and built the Bell Church (Presbyterian) in 1802, achieved fame as an editor, author, poet and scholar. His was a grand fidelity to truth and his pen a power for righteousness. He made his home in East Main Street, corner of East, the house in which LaFayette was entertained in 1824. Grigsby gave Alexander Galt an order to carve a statue of "Sappho", the Greek poetess. "Sappho" was shipped to New York. As the war was raging she was sold to a wealthy gentleman for customs and transportation fees. After the war Mr. Grigsby went in search of "Sappho", and found her. Her new owner refused to be reimbursed but shipped her to Norfolk at his own expense. It was one

of innumerable courtesies that have helped to heal the hurts of war and sectionalism. When "Sappho" arrived, the town gave her an enthusiastic welcome. She is now the property of Hugh Blair Grigsby Galt, the nephew of both sculptor and patron, and "Sappho" now has her own pedestal at the Norfolk Museum of Arts.

XLVII—ROBERT E. LEE

St. Vincent's Hospital came to Norfolk in the post-war period. Walter Herron, a native of Ireland, left his handsome residence and beautiful garden of two acres, in the far suburbs of that day, to his niece, Ann Herron Behan, who left it to her brother, James Herron Behan. He lived in Norfolk from 1829 to 1861, but returned to England at the outbreak of war. His will, admitted to record after the war, bequeathed the property to the Roman Catholic Church for an hospital, St. Vincent de Paul.

Perhaps the most distinguished patient admitted was Major-General George Edward Pickett, who died there July 30, 1875. It is rather curious that young Pickett was appointed to West Point by a Whig Congressman from Illinois—Abraham Lincoln. Pickett's charge at Gettysburg has been the inspiration of historians, poets, orators and painters.

In the spring of 1870, General Robert E. Lee, returning from the far South, visited Norfolk (April 30). Portsmouth gave him a

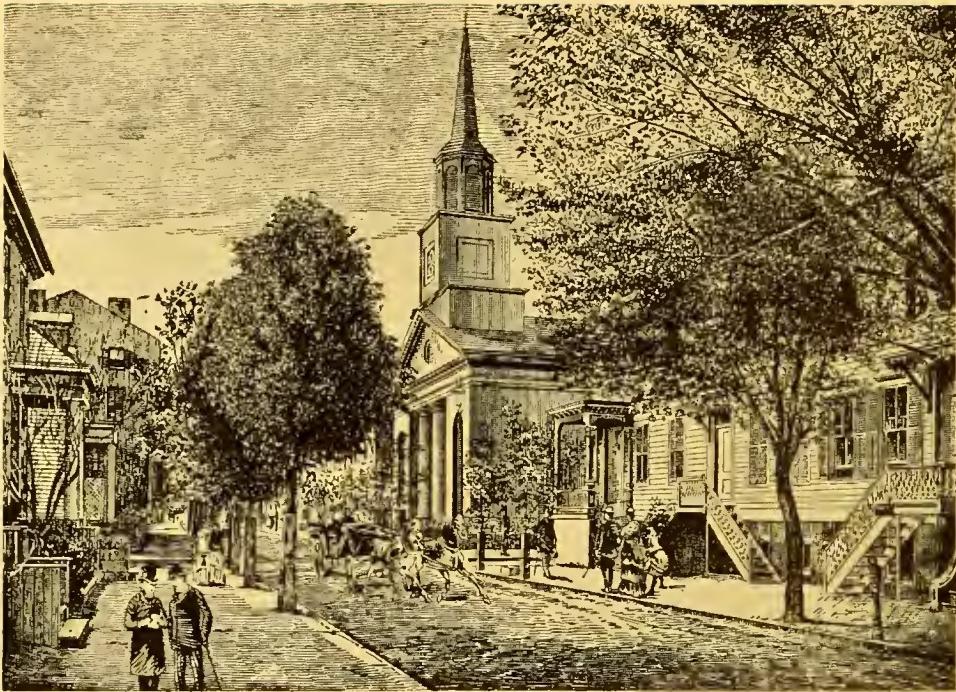


St. Vincent's Hospital in a beautiful garden of two acres was left to the Catholic Church by James Herran Behan, who lived in Norfolk many years (1829-61).

The most distinguished patient, General George Edward Pickett, died here (1875). The Hospital today covers nearly all the garden shown in this photograph.

1636
936

— THROUGH THE YEARS IN NORFOLK —



Freemason was a quiet, old-fashioned residence street in 1888. Christ Church (now the Orthodox Greek Ecclesia) stands on the corner of Cumberland. General Lee attended services here during his visit to Norfolk just before his death (1870).

royal welcome, although it was known that he preferred to receive no ovation. Colonel Walter Herron Taylor met him at the Seaboard and Roanoke station in High Street, and brought him safely through cheering multitudes to the ferry. As the boat started for Norfolk Roman candles were set off and minute guns fired continuously until he landed. He hurried into a carriage and was driven to the home of Dr. Selden; even the same residence General Viele had confiscated seven years before.

Six months later General Lee passed quietly away at his home in Lexington.

General Lee's host was one of Norfolk's great and worthy men. Dr. William Selden was the son of Dr. William Boswell Selden, who made his home in Norfolk (1798) at the turn of the last century, and who became, we suppose, the most prominent physician of his day. He died in 1849. His son, William Selden, was born in Norfolk (August 15, 1808), and educated at Norfolk Academy, the Universities of Virginia and Pennsylvania, and the best medical colleges abroad. In Norfolk the young physician gained recognition as one of the best diagnosticians in the country. Although an intense Virginian, he was appointed by the Congress, soon after



Reconstruction, to examine into the causes of yellow fever. Unfortunately his advancing age made such activity impossible. Dr. Selden's fame would be more secure had he written more fully. He left to posterity, when he died, November 7, 1887, at least two valuable treatises, one of them on yellow fever.

XLVIII—A GRIP OF STEEL

One who looks behind the scenes of the comparatively calm years following Reconstruction (1870-98), will recognize the grim determination of the Confederate veterans who had faced death on an hundred battlefields. Their attitude was watchful waiting and passive resistance to the political persecution they endured. But they were alert to all opportunities that offered. In every



The busy corner of Main and Granby was peaceful enough in 1878, eight years after (Aug. 13, 1870) the first street cars appeared.

From the balcony of that Atlantic Hotel to the left, Governor-elect Gilbert Carleton Walker responded to the ovation given the night after his election, July 7, 1869.

Southern city and state they snatched the control of affairs from the Radical element. These courteous gentlemen were magnificent in self-control of tongue and temper. Like the beloved Lee, they were calm in defeat, silent in calumny, patient in humiliation, and dignified in suffering; but under the velvet glove was a grip of steel. Full well they knew that evil is transitory, only justice permanent.

XLIX—STEADY IMPROVEMENT

A railway to reach the West by way of Danville and Bristol, called the "Norfolk and Great Western", was much discussed. It materialized only in part when the Atlantic and Danville was chartered in 1882, and completed by British capital in 1890. The new road was leased by the Southern Railway for 50 years, August 31, 1899, and has since been a branch of that great system. The name was adopted by the present Norfolk and Western.

Another evidence of development appeared when mules trotted along Main Street, for the first time August 13, 1870, and dragged "five elegant cars" behind them. The Norfolk of that day then felt it had secured a metropolitan touch!

The need of an adequate supply of water had long been recognized, and the citizens voted in 1865 to install a system. But not until 1872 were pipes laid, when the waters flowed in from the City Lakes in Princess Anne County. The lakes are still an important source of supply.

A bridge was thrown over Newton's Creek to George Bramble's farmland, and a second bridge over the Eastern Branch to Campostella, giving the city a new exit east and south. Newton's Creek formerly Dun-in-the-Mire, is now Jackson Park.

Two other bridges were built (1872) westward, one to Atlantic City, and one to the Drummond farm-land known as "Ghent" since 1814.

Free postal delivery added another civic touch when the postmen began calling at homes and offices (1873).

The public school system was improving under General Richard Lucien Page, and later under Mayor William Wilson Lamb. In 1873 there were six schools, four for white children and two for colored. Several of the old school houses, small, cheap, but substantial, are still in use.

An effort was made (1875) to establish a line of steamers to Fredericksburg and the Rappahannock section. Baltimore had long monopolized that valuable trade; but the plan did not succeed.



"A bridge was thrown over Newton's Creek to George Bramble's farmland, and a second bridge over the Eastern Branch to Campostella." The Campostella Bridge has recently (1935) been rebuilt, a magnificent structure from Brambleton to Campostella. Chesterfield Heights lies in the background of the photograph.

L—RAILWAYS

General Mahone and the Atlantic, Mississippi and Ohio from Norfolk to Bristol were caught in the financial crisis of the 70's, and despite the best of efforts the railway passed into the hands of receivers (March 14, 1876). The road was reorganized as the Norfolk and Western, by Clarence H. Clarke of Philadelphia and associates. Fortunately Mr. Clarke developed and even enlarged the plans of General Mahone. He built a great system resting on deep water at Hampton Roads. He extended the line to Cincinnati and Columbus, tapping immense beds of undeveloped coal in Virginia and West Virginia midway. The wisdom of that policy is justified, for it is constantly said that "The Norfolk and Western is one of the best managed roads in America today".

A month after receivers were appointed for the Atlantic, Mississippi and Ohio (April 5), the Princess Anne Railway was organized, to build a line to Virginia Beach. The famous resort which is so vital to Norfolk's business interests today, then had its beginning.

The Seaboard and Roanoke made fine progress. In 1867 it brought 52,000 bales of cotton to Norfolk. Two years later, 137,339 bales; in 1874, 437,031 bales. Cotton was only one item in the wealth the Seaboard brought to Norfolk.

LI—THE DEPRESSION OF THE 70'S

The twelfth anniversary of the Battle of the Crater (July 31, 1876) was celebrated here. The program is of interest because so many sons of Norfolk helped achieve that slashing victory, and because of the distinguished men on the anniversary program. General William Mahone was the hero of the hour. Captain William E. Cameron, twice an editor in Norfolk and for one term Governor of Virginia, was the orator. Mayor John S. Tucker, a captain in the Confederate Army, who lost an arm in the battle of Corinth (Mississippi), delivered the address of welcome and James Barron Hope read a poem, "Mahone's Brigade".

Four days after the celebration a modest afternoon paper "The Public Ledger", previously referred to, appeared upon the streets (August 3, 1876).

It is to Norfolk's credit that the financial storms of the 1870's were weathered in good shape, and substantial progress achieved during the seven hard years, which began with the crash of September 18, 1873. It was a desperate time for the South, coming on the heels of war and reconstruction, but the next decade brought to the Southern people the first real opportunity to live and labor since the Secession days of 1860.

The census of 1880 was not kind to Norfolk. It reported only 21,960 people here, against 19,229 ten years before. But there had been much development the figures did not reveal. Many citizens lived in pleasant suburbs now building on every side.

LII—SUBSTANTIAL GROWTH

The fourteen years next succeeding (1879-93) brought substantial growth. The nation prospered and Norfolk, no longer the sleepy Borough of ante-bellum times, was alert for her share of prosperity. All activities were enlarged and developed, the railroads, steamship lines, trucking, wholesale trade, seafoods, banks, overseas shipping, resorts, conventions and government activities, especially at the Navy Yard and Fort Monroe.

The growth of neighboring towns amplified Norfolks' business opportunities. Newport News became a busy city when the Chesapeake and Ohio established its terminal there. Hampton, Suffolk,



the Eastern Shore towns and numerous communities in North Carolina now busy and aggressive—all of these interests brought people, trade and prosperity to Norfolk.

A. A. McCullough, whose business flourished at the corner of Granby and Back Town Creek (site of the Royster Building), ditched the creek, filled the marsh and added acres to Norfolk's potential business district. The ditch was covered, in 1884, City Hall Avenue appeared and the Old Stone Bridge, a feature of Old Norfolk (since May 15, 1818) disappeared. Business timidly turned the corner of Main into Granby Street.

Norfolk Academy thrived under Robert W. Tunstall, who (1893) enrolled 163 boys. Rev. Robert Gatewood had opened the famous old school as soon as the Federal soldiers departed (1865) and gave his life to the education of Norfolk's growing lads.

A railway to Elizabeth City had long been discussed. Indeed a charter was secured (1870), but the plan slumbered. On New Year's Day (1881) the first train arrived from Elizabeth City. The line was soon extended to Edenton. It became the Norfolk-Southern system, and finally (1906) reached Charlotte, North Carolina.

LIII—A GREAT YEAR

The year 1883 was of immense significance to Norfolk. The first car of Pocahontas coal arrived, a gift to Norfolk from President Frank J. Kimball of the Norfolk and Western Railway. The event was fully appreciated, for enthusiastic citizens decorated the car with flags and bunting and escorted it across town, by way of the tracks on Water Street, to the music of bands and cheering. That was prophetic of the day when parallel railways were to make Hampton Roads the greatest coal mart in the world.

This same year saw the modest beginning of the valuable tourist trade. The Princess Anne Hotel, large, cool, comfortable, directly on the ocean, opened its hospitable doors at Virginia Beach.

In this same year the Eastern Shore railway was built to Cape Charles and connection made by ferry to Norfolk. It brought the Pennsylvania system here.

Exports from the city were encouraging; in 1866, \$411,397; in 1875, \$5,243,986; in 1885, \$14,279,835.

Barton Myers and associates organized the Norfolk and Tarboro Railway in 1886, a subsidiary of the Atlantic Coast Line. By 1889 the Coast Line passengers entered the city by ferry from Pinners Point (Portsmouth).

The increasing coal trade of the Norfolk and Western made



"A. A. McCullough ditched Back Town Creek, filled the marsh and added acres to Norfolk's potential business district. The ditch was covered in 1884, City Hall Avenue appeared and the Old Stone Bridge disappeared." View from the site of the Old Stone Bridge—old Court House in center background, Monticello Hotel on front left.

the building of coal piers at Lambert's Point necessary. And that suburb prospered.

Norfolk extended its boundaries eastward. Brambleton, once the farm of George Bramble, with 840 homes and approximately 4,000 people, was added to the city (1886).

The Atlantic City section, over the York Street Bridge, was annexed (1890) four years later.

As gas displaced kerosene, so electricity routed gas. Arc lights flickered and cracked on many corners (1888).

The census of 1890 was stimulating. There were now 34,871 people against 21,960 (1880) ten years before.

LIV—THE SUBURBS

The development of Norfolk was retarded by the failure of Baring Brothers, the famous British financiers (1893), and by the consequent panic. Not until the Hundred Days of War with Spain did this city awake again to progress. Yet old gains were consolidated and new life and energy were manifest from time to time.

Trolley cars appeared on the streets in 1894. The lines extended slowly, but steadily, in every direction, to Sewell's Point, with connection to Newport News; Willoughby, with connection



Standing upon the same corner in front of the Royster Building, this photograph gives the view of what is now City Hall Ave. looking West from Granby Street in 1895. The piles of coal and oyster shells mark the present site of the Royster Building. The Bankers Trust Building and Hotel Fairfax are now upon the left bank.

to Old Point Comfort; to City Park; to Ghent; Lambert's Point; Campostella, and across Berkley to South Norfolk and Money Point.

The development of street car lines stimulated the growth of suburbs, and the growth of the suburbs stimulated the development of trolley transportation.

Ghent, once the Drummond plantation, named for the famous Treaty of Ghent, which ended the War of 1812, was laid out with elaborate geometrical lines, arcs and parks, along Samuel Smith's Creek. In 1895 a few scattered houses gave promise of thousands who were to move over Ghent Bridge.

Near the City Park, Park Place was laid out from Church to Colonial. A few bold spirits made their homes in Colonial Place and Larchmont.

Beyond Brambleton, Riverside and Chesterfield Heights offered home sites. Across the Eastern Branch Campostella made a modest beginning. It was evident that the huge factories coming to the Southern Branch would build a city at South Norfolk.

On the Portsmouth side, Park View, Westhaven, Pinners Point, Port Norfolk and West Norfolk had each an appeal.



"Ghent, once the Drummond plantation, was laid out with elaborate geometrical lines. In 1895 a few scattered homes gave promise of thousands to come." The Hague, Mowbray Arch, Stockley Gardens over which towers Christ Church, Ghent Methodist Church and Ohef Sholom Synagogue.

At the end of the Century Virginia Beach had a few cottages; and Ocean View and Willoughby were popular.

More than three million packages of truck were shipped northward in 1893, and the hungry millions within one night's ride of Norfolk assured an increasing market.

The public school system gained constantly in favor. Ten buildings were crowded with children (1895) and the smallest school was larger than the largest twenty years before.

LV—THE MONUMENT

The war with Spain marked the close of the bitter depression of 1893-98, and it also marked the end of sectionalism. It was significant that President McKinley sent General Fitzhugh Lee as his special envoy to Havana. Henceforth the nation was united as it had not been since 1860. The naval activities of the war with Spain brought work to thousands, in the Navy Yard, on the railways, and in every line of business. The financial effect was magical, and Norfolk enjoyed her share of the new prosperity.

For years the Confederate veterans had been gathering a fund with which to erect a monument to the memory of their comrades.

In the spring of 1898, the Confederate Monument was erected at the head of Market Square (in recent years known as Commercial Place). The lofty pedestal of white Vermont granite is at once simple and beautiful. Funds did not permit the casting of the Soldier, but nine years later the people of the city turned aside from Exposition festivities to place the Confederate Soldier on his waiting column.

The statue was done by William Couper, one of Norfolk's gifted sons. He was born here September 20, 1853, educated at Norfolk Academy, the Cooper Institute of New York, and in the studios of Munich and Florence. He left to posterity some fine pieces, notably "Captain John Smith" at Jamestown, "The Recording Angel" in Elmwood Cemetery, "Moses" in the Appellate Courts, New York, "The Angel of the Resurrection" in Chicago, a bust of President McKinley, and other marbles less famous.

The Federal Census of 1900 gave Norfolk 46,664 people, against 34,664 in 1890, an impressive growth of 33% in a decade of hard times and lean years, when the cruel pinch of poverty was upon all the land.

LVI—GREAT BUILDINGS

The turn of the Century found Norfolk determined to secure the Jamestown Exposition—a large undertaking for a city so small.



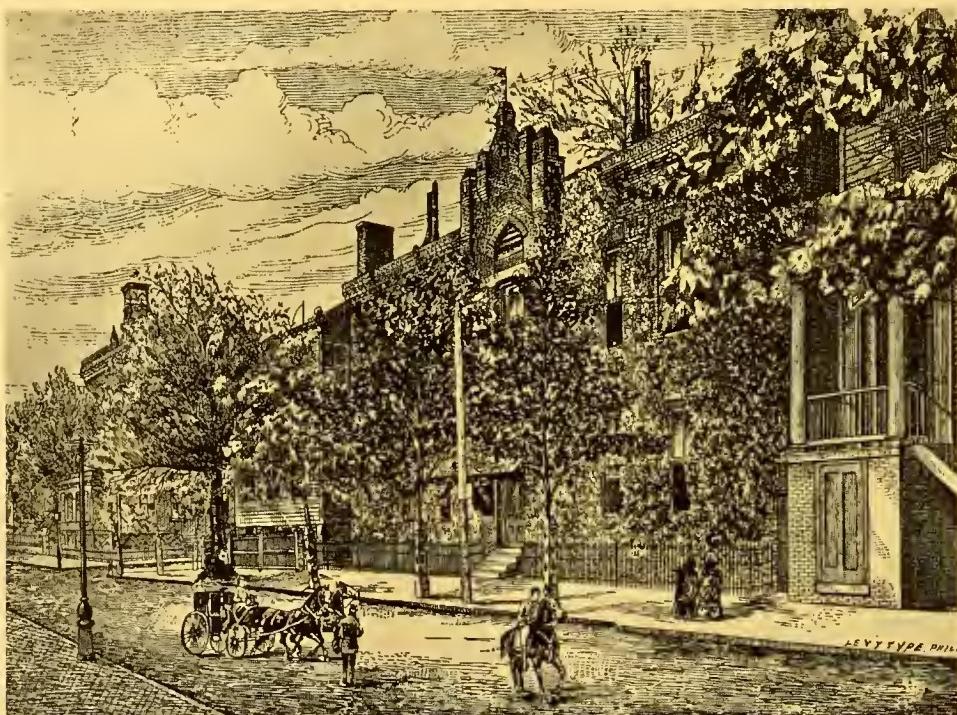
Market Square presented an animated scene in 1880. This view is taken from the site of the Confederate Monument erected in 1898 and finished in 1907. See page 39.



The General Assembly of Virginia passed the law (March 10, 1902) and state and nation agreed to participate; but the city must take \$1,000,000 worth of stock. Norfolk never before faced such a proposition. By strenuous effort the last dollar was subscribed (January 1, 1904) in time to meet the condition, and there was great rejoicing.

While the Exposition was building at Sewell's Point, many and important structures were building in the city. The government erected a large and handsome post office at the corner of Plume and Atlantic. Many of the banks built impressive homes. The Citizens Bank erected a large office building on Main next to the Customs House. The Bank of Commerce erected the city's first skyscraper on the corner of Main and Atlantic. The Norfolk National, Seaboard, Virginia National and Merchants and Mechanics moved into handsome new homes.

New hotels were building at the same time, the Monticello, on what had once been marsh land; the Fairfax, where once men fished; the Lynnhaven (Southland) at the corner of Granby and Freemason; and the Lorraine, in what was once Senator Tazewell's garden.



The busy corner of Freemason and Granby was in 1888 the quiet home of Leach-Wood Seminary for young ladies. Many Norfolk matrons were educated there. Governor Gilbert Carleton Walker lived directly across Granby Street (the old Burrus residence). The site shown is now the location of the Southland Hotel.





In 1903, the cornerstone for a new Public Library was laid on a site given by the heirs of the late Dr. Selden, with funds provided by Andrew Carnegie. For years the Public Library struggled for an existence, but under the management of the late William H. Sargeant, its future became secure. The library building, once ample, is now inadequate both for the demands of the public and for the ever-increasing number of books. A new and larger library is one of the city's pressing needs and should be built in the immediate future. Miss Mary Denison Pretlow is now the popular and efficient librarian.

LVII—THE JAMESTOWN EXPOSITION

The Jamestown Exposition struggled against many adverse conditions, but the imposing buildings arose on 340 acres of land. The location of the Exposition was of surpassing beauty, fronting upon Hampton Roads. It was very unfortunate that building operations were not begun earlier, a typical American fault.

President Theodore Roosevelt opened the Exposition, landing from the "Mayflower" at the Exposition grounds April 26, 1907 at 11:30 a. m. Governor Claude A. Swanson and a host of distinguished visitors from all parts of the country were present. But not until September 14 was the last exhibit finished!

The largest assembly graced Virginia Day, June 12, to meet and greet Governor Swanson. Those who occupied the Governor's box in the Reviewing Stand were Governor and Mrs. Claude A. Swanson, H. R. H. the Duke d' Abruzzi, Harry St. George Tucker, Major-General Frederick Dent Grant and Mrs. Grant, Rear Admirals Robley D. Evans and P. F. Harrington, Governor R. B. Glenn of North Carolina, Mrs. Stephen B. Elkins of West Virginia, and others.

President Woodrow Wilson, of Princeton University, and Governor Charles E. Hughes of New York spoke from the same platform July 4th.

Two years after the Exposition, the Virginian Railway, built from Deepwater on the Kanawha to Sewell's Point by the late Henry H. Rogers, was completed (April 1, 1909). The straight and carefully graded track, coming 442 miles over the mountains and across two states, ended at a gigantic steel pier 1,042 feet long. Here countless tons of coal have been delivered to ships of all nations and transported to the farthest corners of the world.

The late Barton Myers deserves much credit for persuading the officials of the road to make their terminal here. He led



a group of volunteers who purchased 500 acres of land at Sewell's Point and who bought a right of way around the city for \$95,000. They presented the same to Mr. Rogers as an inducement to place the terminus of the new road at Norfolk (1905). Mr. Rogers repaid the sum later.

The same day (April 1, 1909) that the Virginian Railway began to operate, the Navy Young Men's Christian Association opened its doors. This institution, which has been an untold blessing to countless thousands of enlisted men, was made possible by a gift of John D. Rockefeller and several local philanthropists notably the late F. S. Royster and the late David F. Watt.

The Central Y. M. C. A. was soon after built on the corner of Granby and Freemason and the Young Woman's Christian Association secured a home on Freemason at Yarmouth.

There were 67,452 people in Norfolk (1910), a growth from 46,664 (1900); but after such multitudes of visitors the city was somewhat disappointed. Larger returns were anticipated.

The Hospital of St. Vincent de Paul was the first institution of the kind located in Norfolk, but others have followed. A small institution called "Retreat for the Sick" grew gradually but steadily in public favor and became the "Norfolk Protestant Hospital" and more recently the "General Hospital."

Citizens of Hebrew faith established "Mt. Sinai Hospital." It also filled an enlarging place and has become the "Memorial Hospital."

Late in the last century Dr. Southgate Leigh (1866-1936) established the Sarah Leigh Hospital, a private institution, which has developed into an important factor of civic life. Dr. Leigh made his home in Norfolk (1893) and for more than 40 years was identified with every movement for the welfare of the city and the good of the citizens. He served as president of the Common Council, as a bank director, and as a director of the Norfolk-Portsmouth Chamber of Commerce. He labored unceasingly for better understanding between the races. He was primarily a physician, and served on the staff of the railways entering Norfolk. As a writer and lecturer he spread the gospel of good health and good-will.

LVIII—THE WORLD WAR

Seven years after the Exposition (August 1, 1914), the World War set Europe aflame. As always, European repercussions were felt in Norfolk. Gradually the demand for American products increased to huge figures. In 1914 Norfolk's export trade was

\$9,500,000; in 1915 it jumped to 19 million; in 1916 to 36 million. It was no uncommon sight to see at one time the flags of Great Britain, Norway, Sweden, Denmark, Holland, France, Russia, China, Japan, Argentina, Brazil, Spain and Italy reflected in the peaceful waters of Hampton Roads.

Coal was the magnet that drew them. In 1917 eleven million tons left Hampton Roads. Five million were shipped to the factories of New England, coming by way of Norfolk to detour the tangle of traffic in New York.

There was also unprecedeted demand for foodstuffs, cotton, oil, tobacco, lumber, naval stores and every conceivable article from the factories of the nation.

The Norfolk Light Artillery Blues, so often referred to in these pages, were again volunteers, mustered into the Army (June 30, 1917). They trained at Fort Oglethorpe, Georgia, became a unit of the 111th Field Artillery, of the Blue and Gray Division, sailed for France, June 15, 1918, and reached the battle line in September.

The Fourth Virginia Regiment pitched their tents south of the Norfolk and Western tracks between Colley and Colonial Avenues, now in the heart of the city.

They struck their tents September 4, 1917, for Camp McClellan, Anniston, Alabama, and became a part of the 29th Division, United States Army.

Their part in the conflict was impressive. They moved to the front and for three weeks fought unceasingly day and night, pushing through a maze of German defences under terrific fire. At the end of that hell on earth, they were relieved and march to the rear, with bodies wasted and emaciated, eyes sunken and lusterless, voices husky, hollow and unnatural. They advanced $4\frac{1}{2}$ miles; captured 2,148 persons; lost 6,159 men. It was their only battle, surely it was enough!

LIX—NORFOLK SOLDIERS

On June 5, 1917, more than 9,000 Norfolk men registered in the first draft. They trained at Camp Lee, Petersburg, and joined the 318th Infantry. They left the Camp May 18, 1918, embarked at Norfolk, and arrived safely at St. Nazaire. They slowly advanced to the British sector between Arras and Albert, crossed the country to St. Mihiel, and by September 26, they were under fire from time to time, and continued in battle until November. The 80th Division under General Adelbert Cronkhite, of which our men were a part,



advanced their lines 24 miles against the Germans, captured 1,710 prisoners but lost 5,464 men.

Many sons of Norfolk joined the Navy, many others the Marines, and still others labored in the Navy Yard and in various forms of activity, both at home and abroad.

LX—THE ARMY BASE

The winter of 1917-18 was extremely severe. After a balmy Christmas the storm struck and until February 6 (1918) there was no relief from bitter cold; the suffering was intense. Heatless days, lightless nights, sugarless meals, and other patriotic abstinence did not lighten the burden. Perhaps such suffering aided in "winning the war," but we doubt it.

Interminable trains of coal rolled down to the piers for shipment. That did help win the war.

Six incendiary fires broke out simultaneously along Granby Street one Sunday night. One of them consumed the upper stories of the Monticello Hotel. From time to time other strange fires occurred. But no culprits were ever found.

Some 288,000 young soldiers left Hampton Roads for France. But that is not half the story. The Navy, Marines, commercial sailors, and the activities of every kind on land and water, if added, would bring the multitude in and about Norfolk to a million men. And with them went every article needed from dynamite to papers of pins.

The Government erected giant piers and warehouses at Bush Bluff and built a great Army Base with hundreds of miles of track and concrete roads.

LXI—THE NAVAL BASE

When the Jamestown Exposition closed and the captains and the kings departed, the deserted buildings, once ornate and elegant, looked like the ghosts of their departed glory. Some burned; others hastily constructed, decayed. The storms of winter and the winds of spring tore them. The entire section, grown waist high in weeds, presented a pathetic picture.

Efforts were made to induce the Government to buy the site, repair the permanent buildings, which cost hundreds of thousands of dollars, and erect a Naval Base. Recruits for the Navy might here be trained, submarines find anchorage, and naval aviation center here. Supplies might here be gathered against future need. But Executives and the Congresses were cold to the proposal. When the dogs of war were unleashed, the situation changed. The

Government paid \$2,800,000 for the property—much of it adjoining but outside the Exposition site proper (June 28, 1917). The Exposition covered 340 acres, with 300 acres of shoal water, which were filled and added to the Naval Base.

Work of construction, salvage and repair began July 4, 1917. In one month, such was the expedition of the contractors, 7,000 sailors were housed comfortably at the Base.

But the scene of greatest activity, as we suppose, in the country, was the Navy Yard. New boundaries to the south and west were added to the area. A gigantic drydock 1,011 feet long, 40 feet deep and 144 wide was dug and built. It is said to be one of the finest specimens of such architecture in the world.

Men were employed by the thousand. All the work that women could do was given them, thousands of whom found lucrative employment.

The World War with its privations and sorrows brought to this section many benefits that might not otherwise have come. The great and expanding Naval Base, the Navy Yard, the Naval Hospital, the Marine or Public Service Hospital overlooking the placid waters of Tanner's Creek, Fort Story at Cape Henry, whose gigantic guns are hidden behind the historic sand dunes, model villages such as Cradock, a suburb of Portsmouth, and the stimulus war prosperity brought to many private industries—all must be placed as an asset derived from that bitter era.

LXII—THE ARMISTICE

Word came to Norfolk prematurely that the Armistice had been signed—a celebration was begun, but soon halted. Several days later, however, the rumor was verified—on November 11, at 11 A. M., "Cease firing" was the order. The city went wild with joy. The entire population crowded into Granby, Main and Church Streets, waving flags, shouting, singing, cheering, crying and giving vent to long-pent-up emotions. The streets were jammed with automobiles and every noise-making device augmented the din. It was the most joyous and spontaneous celebration ever staged in Norfolk.

But long months of waiting elapsed before the boys came home. The Norfolk Light Artillery Blues were among the first to arrive (May 25, 1919). Then every week until far into the summer they came from overseas, and in from the Seven Seas.

A celebration was arranged as Homecoming Week with parades, dances and receptions (June 22-28), but it lacked the verve



and spontaneous joy of the celebration of November 11 preceding.

The city was somewhat disappointed at the census returns of 1920. There were 115,777 against 67,452 in 1910, an impressive gain. But after a million men had passed along the streets and through the port the number, many felt, should have been larger.

LXIII—THE CITY'S GOVERNMENT

The World War wrought a revolution in the local government of Norfolk. Many declared that they paid taxes and got nothing in return. Public-spirited citizens of both parties urged adoption of the commission form of government in the interest of economy and efficiency. The city was a huge business and should be so managed. Though vigorously opposed, the proposition triumphed at the poles; 3,403 pro; 1,222 contra (November 20, 1917).

Charles E. Ashburner, the first City Manager, served five years (1918-23). Colonel W. B. Causey succeeded Mr. Ashburner and remained two years (1924-26). Major I. Walke Truxton became City Manager in 1926 and served until 1934. Thomas P. Thompson succeeded Major Truxton.

The development of the city under the City Managers, with a Council of five members, has been noteworthy. In the last 20 years Norfolk has acquired more substantial improvements than in the 200 years preceding.

Each City Manager has made a distinct contribution to the welfare of the city, as each has sought to negotiate the difficulties that must be surmounted or corrected. Ashburner was intensely interested in the material development of the city, the streets, public buildings, police, fire and other departments, the schools, parks and general beautification.

Colonel Causey attempted to attract trade and commerce, to bring in more wealth and to stimulate business.

Major Truxton, through the years of depression, consolidated the gains made, reduced the debt, balanced the budget and insisted upon increased efficiency in each department of public service.

The water supply, sufficient for 30,000 people, fifty years ago, has been augmented and is now sufficient for half-a-million people. It is a self-liquidating item.

Five million dollars was voted to erect and equip a huge grain elevator (February 7, 1922). Though bitterly opposed at the time, it has proved a wise investment and will probably pay for itself many times over, directly and indirectly.

A modern market building was provided at the insistence of

the women voters. It also is self-liquidating and is now used as a market and bus terminal.

The Army Base was secured from the Federal Government on very reasonable terms, largely through the effort of Mayor Albert L. Roper. As a link in a national system of terminals it is a great and permanent commercial asset to the city.

The proposition to extend the limits of the city to Chesapeake Bay was laughed out of court thirty years ago; but the advent of trolley cars, bus lines and automobiles, with hard surfaced streets, changed the situation. No longer will men of moderate means live in crowded tenements. The suburbs are expanding on every side. People want to breathe, and live in a garden, and not between walls. On January 1, 1923, 27 square miles of territory was annexed to the city, bringing in 30,000 people. Ocean View and its environs, Willoughby Beach, the Sewell's Point section, including North Short Point, Meadowbrook, Algonquin Park, Glenwood Park; Larchmont; LaFayette, Fairmount, Estabrook and Ballentine Places, Chesterfield Heights, Campostella and the area south of Berkley to the South Norfolk line became a part of the city.

Norfolk is now a city of magnificent distances. It is interesting to watch the steady development of vacant places within the city's limits. Here and there streets are opened, new houses appear, small suburbs are begun and grow slowly in numbers and importance. If the growth of the last seventy years should be duplicated through the next seventy years, Norfolk will become one continuous community from the tip of Willoughby to the extreme southern boundary of South Norfolk, and the suburbs will extend from Cape Henry to Churchland.

LXIV—THE AVIATION RACE

A distinct advance in aviation was made in Norfolk, November 13, 1926, when the aviators of America and Italy competed for the Schneider Cup. The race, secured for Norfolk by the Advertising Board, was staged before more than 200,000 spectators, as the planes rose from the Naval Base, circled a pylon at Newport News, another at Thimble Shoals Light and returned to the Base. Major Mario de Bernardi attained a speed of 245 miles per hour in his Macchi plane and won the race. The eventful day closed with a banquet at the Monticello Hotel, when the Major received the Cup before 500 enthusiastic diners. The ambassadors of Italy, France and England were present, numerous military and naval officials from Washington, officers of Army, Navy, and Marines, among others Rear Admiral W. B. Moffett, U. S. N.

LXV—NORFOLK TODAY

Having triumphed over many adversities, Norfolk faces the future with confidence. If a circle, with a radius of 30 miles, one hour's journey, were drawn about the Federal Building, half the land within would lie under water—much of it deep, blue, salt, wholesome water. On the other half a teeming and increasing population make their homes, one-third of a million people.

Within the circle are prosperous cities, busy towns, expanding suburbs, pleasant villages and a thickly populated countryside. Norfolk (census of 1930) had 129,710 people; Portsmouth, 45,704; Newport News, 34,417; South Norfolk, 7,857; Hampton, 6,382. Princess Anne County, including Virginia Beach, 16,282; Norfolk County, excluding the three cities above, 30,082. One million strangers passed through our gates in 1936; an endless procession from trains, buses, private automobiles and great ships forever coming and going.

Norfolk was content with 180,000 tourists in 1925. The Advertising Board organized that year believed that the number could be greatly increased if the appeal of these shores were properly presented to the fifty million people who live within a day's ride of this city. The personnel of the Board was: S. L. Slover, Chairman;



"If a circle with a radius of 30 miles were drawn about the handsome new Federal Building half the land within it would lie under water. On the other half a teeming and increasing population make their homes, one-third of a million people."



Thomas P. Thompson, Goldsborough Serpell, Treasurer, E. W. Maupin, Jr., W. J. Mitchell and Major Francis E. Turin, Manager.

The Board's work was richly rewarded, for in three years the visitors increased to 425,000 (1929), an impressive multitude. Undeterred by depression and knowing that happier times lay ahead, the Board continued its effort until (1936) 700,000 visitors came to this city, remaining on an average $3\frac{1}{2}$ days, and spending approximately \$20,000,000 in this section. The personnel of the Board has changed somewhat with the passing years. At present L. H. Windholz is President; Harry B. Goodridge, 1st Vice-President; Paul S. Huber, 2nd Vice-President; Goldsborough Serpell, 3rd Vice-President; E. W. Berard, Treasurer, and Major Francis E. Turin, Secretary and Manager.

The Norfolk-Portsmouth ferries, an excellent barometer of travel, have landed at the same place for 300 years. During six months (January 1 to July 1, 1936), they handled 2,173,500 passengers. On August 16, 1936, they handled more passengers than in any other one day in three centuries.

The fascinating beauty of the new State Park at Cape Henry is not appreciated as yet by the general public. The dunes, forests, birds, wild life, and lagoons are today as the first Virginians beheld them in 1607. Fortunately mankind has left them untouched. The historic setting, the proximity to Cape Henry, the lighthouses, old and new, the powerful guns of Fort Story and the gay crowds at Virginia Beach, give the State Park a potent appeal. Ten years or more ago, a few citizens determined to make this natural park an asset. They have succeeded. The next General Assembly of Virginia, it is hoped, will add 2,300 acres to the present acreage of 1,000 acres, and the park will become a monument, preserving its rare beauty to future generations. From the first the Advertising Board and the Norfolk Association of Commerce have sponsored this patriotic movement. Many leading citizens have cooperated enthusiastically, working with the Virginia State Park Association, the clearing agency for such effort.

LXVI—THE MANAGER AND COUNCIL

City Manager Thomas P. Thompson is at present in the mid-stream of his career. His last report (May, 1936) to the City Council is illuminating and argues well for Norfolk. Within the year preceding a toll-free entrance to the city (the first in 300 years) had been assured; the bonded debt had been reduced \$1,473,612.67; the taxpayers were given the benefit of quarterly payments; the tax



The Tanners' Creek Bridge opened in 1936 joins Larchmont, to the right, and North Shore Point above. The Public Health Service Hospital is shown on the southern shore; the Country Club on the North Shore, Edgewater at the extreme left and part of the Naval Operating Base at the extreme northern edge of the photograph.

rate on real estate was lowered from \$2.80 to \$2.60 per hundred, and assessments on realty were reduced \$3,214,410. Beautiful bridges to Campostella and North Shore Point had been built, Foreman Field, seating 18,000, at the Norfolk Division of William and Mary College was building, marked efficiency in the Police Department and a corresponding drop in crime were noted. Mosquito eradication, school extension, sewerage disposal, a second roadway to Ocean View completed, a pier for yachts and small boats in LaFayette River, a traffic survey, the City Market made financially self-liquidating, a bathing beach for the colored population were achievements of a full and busy year.

The City Manager has other plans on his blotter—notably, further reduction of the realty tax burden, further street paving, another free bridge to Berkley, a new bridge to LaFayette Boulevard, and a bridge-tunnel entrance to Norfolk from Old Point Comfort.

Mr. Thompson would be the last to claim all the credit for so comprehensive a program. He has enjoyed the co-operation of the Council and citizens. The city has five Councilmen, one of whom, the presiding officer, is Mayor. The present Council is composed

as follows: W. R. L. Taylor, Mayor, Hugh L. Butler, John A. Gurkin, J. D. Wood, and Dr. James W. Reed. John N. Sebrell is the efficient attorney for the city. Colonel Charles R. Borland, the popular and alert Director of Public Safety and John D. Corbell, City Clerk. The sudden death of A. B. Pleasants, Asst. Director of Public Works, stricken in the midst of his duties, during the opening program of Anniversaries Year, in the municipal auditorium, September 15, 1936, cast a shadow on the Bi-Centennial celebration. Dr. Henry G. Parker, Director of Public Welfare, has given valuable service. To Walter Herron Taylor, III, Director of Public Works, the improvement of the streets, the bridges, and many lesser details are monuments.

The building of homes and other structures increased 25% in Virginia during the last year (1935-6). In the same period building at Virginia Beach has increased 100%, and in Norfolk, for the two-year period (1934-36) also 100%, an heartening record.

During the depression (1930-35) no bank in Norfolk closed its doors. In 1935, the deposits in our banks reached the enormous



In the last decade hundreds of elegant homes have been erected along Tanner's Creek, North Shore Point. The first residence in this section was built 25 years since, by Harry B. Goodrich.

total, \$48,429,882; and the present year (1936) increased the figures to \$54,289,187.

Postal receipts made a slight gain, but not so sensational as the banks; reaching \$816,469.06, a gain of \$6,115.15 over 1935.

The telephone exchange installed 1,482 new phones. There are now (1936) 31,646 telephones in this territory.

Five major industries, new or enlarged, were secured to Norfolk in the first six months of 1936. The city is now the home of 80 different kinds of industry, with 262 units. These items do not include transportation, agriculture, construction, resorts, nor retail establishments.

The Retail Merchants Association reports for its members an increased business of from 10 to 20 percent over last year (1935).

The foreign trade of Norfolk and Hampton Roads is a factor of prime importance to the life of the city. The figures for the first six months of 1936 reached the huge total of \$52,918,418, against \$38,103,837 (1935) for the same six months last year, a gain of 38%. The figures represent all the exports from Virginia, not from Norfolk alone; but the bulk of the export business passes through Norfolk. Imports for the same period registered a decline from \$16,-332,788 to \$14,969,119—said to be due to certain changes in handling bulk sugar.

The exports to British ports for the first six months of 1936 showed a remarkable increase, 20%.

The tonnage handled through Hampton Roads last year (1935) was in excess of 18 million and the port of Hampton Roads stood second in tonnage only to the port of New York, with 47 million tons.



1636
936

THROUGH THE YEARS IN NORFOLK



NORFOLK'S BANKS AND BANKERS

The first directory of the Borough issued by Charles H. Simmons in 1801 (a copy of which is treasured by Hugh Grigsby Whitehead) listed no banking institutions in Norfolk. We judge that the modest town with its 900 houses and 6,926 inhabitants, did business as best it could without banks. No doubt many private citizens of means loaned money to friends and neighbors.

In 1806 another directory was issued. Now the town was alert as a commercial center, shipping goods to every continent. The Virginia Branch-Bank is listed, Richard E. Lee, President. Lee was a prominent lawyer, one of Norfolk's leaders, for he was elected Mayor of the Borough in 1807. He was also one of the incorporators of Norfolk Academy in 1804.

The directors of the bank who served with Richard E. Lee were: John Southgate, Samuel Marsh, Samuel Roane, William Knox, Martin Fisk, William B. Lamb, James Thorburn, Samuel Moseley, Theodore Armistead, William B. Selden, James Young and Alexander Jordan.

Thomas Williamson was the cashier; John E. Beale, teller; Richard Bagnall, bookkeeper; Francis E. Taylor, discount clerk; Talbot Bragg, out-o'-door clerk; Michael Crosmuck, porter; and Michael Coggin, watchman.



On Granby Street at the corner of Washington (Wolfe, now Market) Street, Caldwell Hardy, long a distinguished banker and capitalist, made his home. The site is now occupied by Smith and Welton. Grant's is across Market Street to the right of the view.

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1936

II

Norfolk was static from the time President Jefferson's embargo was laid upon the ports of America (1807) until the mid-Century.

There was a branch of the Bank of the United States established in this Borough. We do not know its relation to the Bank of Virginia. The Bank of the United States was organized during Washington's first administration and chartered for twenty years. It was re-chartered in 1816 for twenty years, and finally abolished by the influence of Andrew Jackson. The Bank of the United States, Norfolk Branch, was for many years located on the southwestern corner of Granby Street and College Place.

In 1830 there were two other banks in the Borough—three in all. W. S. Forrest, in a Directory issued for the little city, population 14,326, listed seven banks in 1851. All were modest institutions, compared to the banks of today. Nearly all of them were located on Bank Street, from which circumstance that thoroughfare derived its name.

The Farmers' Bank was located near the corner of Bank and Main. Nathan C. Whitehead, the step-father of Hugh Blair Grigsby, was President, and the directors were Henry B. Reardon, Josiah Wills, Hunter Woodis, John S. Jones, Duncan Robertson, and John



The corner of Bank and Freemason Streets was once the residential center of Norfolk. Nathan C. Whitehead, banker, capitalist, church man, made his home directly opposite the Second, or Freemason Street Baptist Church and across Bank Street from the home of Moses Myers.



Tunis. Richard H. Chamberlayne was cashier; John G. H. Hatton, teller; and the bookkeepers were Alexander Tunstall and John C. Saunders; Ignatius Higgins was clerk, and William C. Whitehead note-clerk; William M. Pannell was runner.

A few steps beyond the Farmers' Bank, the Bank of Virginia flourished. It advertised a capital of \$200,000. The directors were: George Reid, A. B. McLean, William Ward, John James, James Gordon and William D. Roberts, Jr. Robert W. Bowden was the cashier; George W. Camp, teller; William D. Bagnall, bookkeeper; Elie Barrot, note-clerk; and H. Rolland, runner.

We judge that the Exchange Bank was the strongest in the city. It was a State bank with a capital of \$1,800,000. William W. Sharp was President, and the directors were: William I. Hardy, N. W. Parker, F. W. Southgate, Richard Dickson, William S. Mallory, John A. Higgins, Thomas B. Irwin, and E. C. Robinson. Wright Southgate was cashier; John G. Wilkinson, teller; Alex. Feret, bookkeeper; Joseph Murden, note teller; William C. Southgate, discount clerk; and William F. Balls, runner.

The Exchange Bank, like all the others, except the Merchants and Mechanics Savings Bank, disappeared in the crises of civil strife, Federal occupation and Reconstruction. But during the war the Exchange National Bank of Norfolk was organized and did business for some years.

During the War Between the States an exceedingly handsome young Colonel in a blue uniform came to Norfolk and decided to let the others fight it out as his "health was poor," though his friends thought him quite robust. Gilbert Carleton Walker, born 32 years before at Binghamton, New York, became president of the Exchange National Bank and in 1869 Governor of Virginia. He represented the Richmond District for four years in the House of Representatives and returned to New York City; but he did not seem to be so highly valued there as he was in Norfolk and Virginia.

The Savings Bank of Norfolk (not to be confused with the Norfolk Savings Bank, organized later) was located on Bank Street, across the way from the Merchants and Mechanics Saving Bank. Tazewell Taylor was the President. He also was a distinguished local leader, but the very antithesis of Colonel Walker. He was born here of a Colonial family (1810), graduated from the University of Virginia and practiced law in the Borough for 40 years, serving meantime as bursar for William and Mary College. The directors of the Savings Bank were: Sam'l W. Paul, David Kyle,

Jr., John H. Rowland, Edward S. Pegram, John Hopkins, Charles Reid, and J. Marsden Smith. Richard Walke was cashier.

Across the street from the Norfolk Savings Bank, the Franklin Savings Bank was managed by John B. Whitehead, President, and the following directors: Sylvanus Hartshorn, James G. Pollard, J. James Moore, Sam'l H. Hodges, John Bonsal, and Joseph T. Allyn. Thomas G. Broughton, Jr., was the cashier.

The Merchants and Mechanics Savings Bank had just been opened (April 1, 1851). It remains on the same spot after serving four generations. Francis L. Higgins was President and the directors were: William S. Camp, Archibald Briggs, Elisha Gamage, and Andrew Harris. Otway B. Barraud was cashier. The Merchants and Mechanics Savings Bank is the oldest banking institution in the South. It has survived pestilence, although two of its officers, Otway B. Barraud and William D. Delaney were among the victims of that terrible scourge. It has survived Civil War, although General Benjamin F. Butler, Norfolk's military tyrant, seized the bank and



St. James Hotel was long a popular hostelry on Main near Granby Street. This photograph was taken in 1888. Soon thereafter the Young Men's Christian Association built a large home to the left of the hotel, and still later the Citizens (now the Seaboard Citizens) Bank was built here. The Customs House was and is to the right of the view.



Main and Granby Streets in 1902, showing Citizens Bank Building on right, before the eighth floor was added.

threw W. H. Wales into prison. It has also weathered all failures and panics for 85 years. William H. Wales was elected cashier in 1855 and served until his death in 1897, when he was succeeded by his son, John E. Wales.

The Merchants and Mechanics Savings Bank was established with a capital of \$4,500. In 1861, its capital was \$42,000, and has increased to \$350,000 today. The deposits total \$3,275,040 at last report. The officers are: John E. Wales, Chairman; Charles Wales, President; Clinton J. Curtis, Vice-President and Cashier; Gordon A. Cannon, Edward H. Burgess, Assistant Cashiers.

The directors are: John E. Wales, Charles Wales, Clinton J. Curtis, I. W. Jacobs, Edwin J. Smith, Leigh G. Hogshire, W. D. Spratley, J. F. Woodhouse, F. A. Dusch.

John D. Gordan and William Ward each had private banks located on the eastern side of Market Square (Commercial Place), in 1851.

III.

The Citizens Bank was established April 20, 1867, under a state charter with a capital of \$42,500. The first Board of Directors named by the Act were: C. W. Grandy, R. C. Taylor and R. H. Chamberlaine. The deposits in 1867 were \$71,868. Richard Taylor was the first President and W. W. Chamberlaine the first Cashier. The members of the Board of Directors at the close of the year were: R. H. Chamberlaine, W. W. Sharp, C. W. Grandy, D. D. Simmons, Wm. H. Peters, Wm. J. Baker, G. W. Rowland, G. K. Goodridge, R. C. Taylor, Richard Walke, Jr., and Richard Taylor. Richard H. Chamberlaine succeeded Mr. Taylor as President in 1872. Mr. Chamberlaine died in office in July, 1879, and was succeeded by Mr. Wm. H. Peters. Mr. Peters served as President for twenty years and upon his voluntary retirement in 1900 was succeeded by Mr. Walter H. Doyle. In 1887, when the Citizens Bank was twenty years old, Mr. Walter H. Doyle was Cashier and the Directors were: J. G. Womble, Chas. H. Rowland, W. Charles Hardy, Geo. C. Reed, T. A. Williams, Wm. H. Peters and Walter H. Doyle. Goldsborough M. Serpell succeeded Mr. Doyle as President in 1904; W.W. Moss followed Mr. Serpell, and MacD. L. Wrenn followed Mr. Moss. Tench F. Tilghman was the next President and at his death, in office, Norman Bell succeeded him. At the recent death of Mr. Bell (in 1932) Abner S. Pope became President of the Seaboard-Citizens National Bank. Mr. Pope came to the Seaboard Bank from Richmond in 1909.

The Seaboard Bank opened its doors December 23, 1904, but all advertisements announced the opening as January 1, 1905, Judge M. L. Eure being its first President and Thos. J. Powell its first Cashier, and the following were the Directors at the time of organization: Judge M. L. Eure, W. W. Zachary, J. L. Camp, J. A. Ridgewell, T. J. Powell, G. B. Crow, Ralph H. Riddleberger, Jas. Mann, L. R. Britt, A. J. Odell, W. W. Sale, H. D. Ward, T. M. Bellamy, A. L. Powell, S. Heth Tyler.



Citizens Bank at 55 Main Street in 1867.
The original building for the bank.
Seaboard National Bank Building
was erected on this site.

In 1907 Frank T. Clark succeeded Judge Eure as President, and he was soon succeeded (in 1908) by Goldsborough Serpell, eldest son of Goldsborough M. Serpell, who had formerly served as President of the Citizens Bank. Mr. Serpell continued to serve as President and Chairman of the Board, respectively, until the Seaboard National Bank and the Citizens Bank merged in 1928, under the title of the Seaboard Citizens National Bank of Norfolk.



Seaboard Bank Building, 111 West Main Street, built on original site of Citizens Bank, now a branch of the Seaboard Citizens National Bank.

Granby Street Branch; Ralph W. Porter, Manager of the Personal Loan Department; Victor L. Howell, Auditor; S. Heth Tyler, General Counsel.

The Directors are: D. B. Ames, Barron F. Black, John I. Clark, Jos. W. DeJarnette, Jas. W. Derrickson, R. W. Dudley, O. J. Egerton, M. S. Hawkins, P. S. Huber, J. B. Hudgins, Arthur P. Jones, Louis Mansbach, J. J. McCormick, L. W. Mitchell, E. L. Parker, Abner S. Pope, W. L. Prieur, Jr., E. J. Robertson, Richard W. Ruffin, Goldsborough Serpell, Oscar F. Smith, Chas. Syer, Jr., S. Heth Tyler.

The little bank established in 1867 with \$42,500 now has a capital of \$1,750,000 and deposits totaling \$15,154,948, at the last report, and resources of \$18,240,-952. The officers of the Seaboard Citizens National Bank in 1936 are: Goldsborough Serpell, Chairman of the Board; Abner S. Pope, President; Roy W. Dudley, Executive Vice-President; J. Bili-soly Hudgins, Vice-President; Leonard W. Mitchell, Vice-President; E. W. Berard, Cashier; M. B. Langhorne, Assistant Cashier; S. W. McGann, Assistant Cashier; Hugh G. Brown, Trust Officer; D. S. Mann, Acting Manager Berkley Branch; Hugh G. Whitehead, Manager of the



Seaboard Citizens Bank Building now the main office of the bank.

IV.

The history of the National Bank of Commerce—the largest bank in Tidewater Virginia—began in 1867 through the formation of "The People's Bank."

With the end of the War Between the States, when life became again normal, "The People's Bank" was organized (October 1, 1867) with a capital of \$50,000. The officers of this modest institution, which through the long years has become the National Bank of Commerce, were: J. C. Deming, President, and W. S. Wilkinson, Cashier. The Directors were: J. C. Deming, W. I. Hardy, E. W. Moore, A. L. Seabury, T. D. Toy, J. E. Barry, Jacob Vickery and Gilbert Elliott.

On July 28, 1870, the stockholders approved the entry of the bank into the National Banking System and its name then became the People's National Bank.

Eight years later (1878) the People's National Bank changed its name to the Bank of Commerce. John Peters was then President, and Mr. Wilkinson continued as cashier. New faces were seen among the directors: James E. Barry, Jacob Vickery, William A. Graves, S. Marsh, D. C. Whitehurst, James Reid, Alexander F. Santos, B. T. Bockover and John Peters.

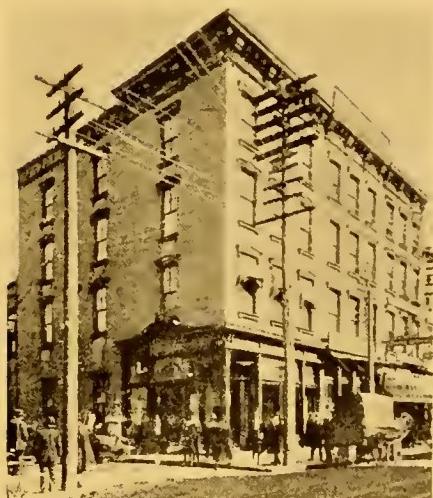
On January 1, 1890, the capital stock was increased from the original \$50,000 to \$100,000.

In 1891, Nathaniel Beaman, while still a young man, only 32 years of age, was elected President. The deposits in the bank then totalled \$250,000 (1891). K. B. Elliott was associated with Mr. Beaman as Vice-President, and Thomas U. Hare as cashier. The directors in 1891 were: James E. Barry, Nathaniel Beaman, B. T. Bockover, K. B. Elliott, W. A. Graves, J. W. Hunter, B. G. Pollard, J. J. Samuel, R. P. Voight, F. M. Whitehurst and Theodoric A. Williams.



Old Bank of Commerce, 236 E. Main Street in 1878.

In 1897 the capital was again doubled—and became \$200,000. Five years later it was increased to \$500,000 (1902). In 1900 Robert P. Voight succeeded Mr. Elliott as Vice-President, and when he died (1903) Tazewell Taylor was elected in his place.



Old City National Bank in 1896 at Main and Atlantic Streets, site now occupied by the National Bank of Commerce.

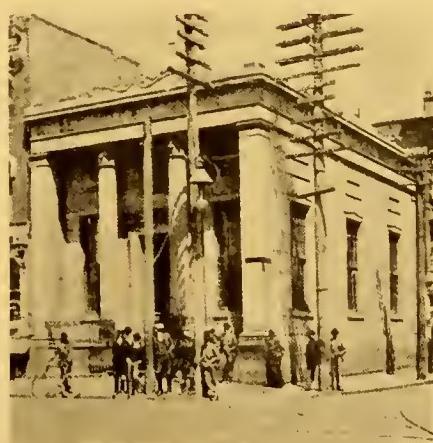
an interested friend and real benefactor to those who were worthy and who had the interest of the city at heart. Richard S. Cohoon, intimately associated with Mr. Beaman for twenty-five years, was elected to the vacant chair, and served until 1931.

During that time (in January, 1927), the Norfolk National Bank was consolidated with the National Bank of Commerce, the great institution now being known as the Norfolk National Bank of Commerce and Trusts. The consolidated bank, at that time, acquired the Trust Company of Norfolk, thus providing the facilities of a Trust Department.

Robert Prentis Beaman, the son of the late Nathaniel Beaman, was elected President to succeed Mr. Cohoon (1931). Twenty years before he began his career as a clerk, having graduated from Norfolk Academy and Washington and Lee University. The Vir-

In 1901, the growing institution absorbed the City National Bank and became The National Bank of Commerce. In 1907 the capital was again doubled, becoming one million dollars. The bank was recognized as one of the strongest institutions in the South, for its resources were over six million dollars.

The next development was union with the Marine Bank (1921), which had long flourished in Norfolk. Nathaniel Beaman passed away during that year (1921). He guided the bank for thirty years and had always been



Old Marine Bank Building, Main and Bank Street (1896).



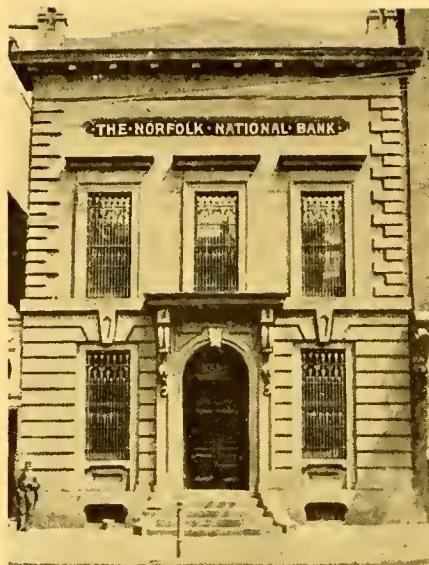
ginia National Bank (October, 1933) joined the National Bank of Commerce, adding yet more influence and prestige. In this same year, the name of the institution was simplified by reverting to the old name, "National Bank of Commerce."

When Mr. Beaman completed 25 years of service with the bank (1936), and five years of service as President, the Board of Directors marked the anniversary by placing a handsome portrait of Mr. Beaman on the walls of their Board Room. During his short term of five years, the deposits in the bank have increased approximately 50%. The last published statement (December 31, 1936) shows deposits of \$32,877,724.24, and total resources of \$35,920,814.97.

The Marine Bank, which long did business in the Greek Temple still standing on the corner of Main and Bank Streets, was organized in July, 1872, with Richard Taylor, President, and John C. Taylor, Cashier. The original directors were: Charles Reid, Benjamin P. Loyall, Washington Reid, J. W. Hinton, C. B. Duffield, Richard Taylor, M. L. T. Davis, James T. Borum, G. W. Dey and W. W. Gwathmey.

When Mr. Taylor died (May 21, 1877), Colonel Walter Herron Taylor, Adjutant on the staff of General Robert E. Lee and a close personal friend of the great chieftain, became President of the Marine Bank and served until his death, March 1, 1916. In 1887, the Marine Bank advertised a capital of \$100,000 and a surplus of \$42,000. Hugh N. Page was then cashier, and the directors were: James T. Borum, M. L. T. Davis, Thomas Tabb, W. W. Gwathmey, L. Harmanson, B. P. Loyall, Washington Reid, Charles Reid, Washington Taylor and Walter H. Taylor.

The Norfolk National Bank (whose banking house on Main Street is now the home of the Morris Plan Bank) was organized in 1885. Charles G. Ramsey was the first President, Major C. W. Grandy, Vice-President; Caldwell Hardy, Cashier. The directors were: Charles G. Ramsey, James G. Womble, James T. Borum, Wiley D. Rountree, William H. White, Thomas R. Ballentine, George S. Brown, Luther Sheldon, Cealy Billups, David Lowenberg, Mills L. Eure, Charles Reid, Cyrus W. Grandy, Eugene Kelly, and Harrison Phoebus.



Original home of The Norfolk National Bank, 242 East Main Street (1896).



Major C. W. Grandy succeeded Mr. Ramsey as President; J. G. Womble succeeded Major Grandy; Caldwell Hardy followed Mr. Womble; W. A. Godwin followed Mr. Hardy.

At the time of consolidation, Albert B. Schwarzkopf was President of the Norfolk National Bank, J. B. Dey, Jr., Vice-President and Cashier; C. S. Whitehurst, Vice-President; H. B. Reardon, Auditor, and the Assistant Cashiers were I. T. Van Patten, Jr., E. D. Denby and R. H. Moore.

Upon completion of the consolidation (1927), the Directors of the Norfolk National Bank of Commerce and Trusts were: A. G. Bailey, W. B. Baldwin, F. R. Barrett, Robert P. Beaman, C. F. Burroughs, C. R. Capps, C. S. Carr, R. S. Cohoon, R. D. Cooke, H. C. Davis, H. W. Davis, J. B. Dey, Jr., L. T. Dobie, C. W. Grandy, E. C. Gunther, C. F. Harvey, J. D. Hofheimer, W. W. Houston, R. M. Hughes, J. T. B. Hyslop, J. S. Jenkins, Jr., H. M. Kerr, E. W. Knight, G. R. Loyall, W. C. Maher, James G. Martin, Jr., J. Watts Martin, J. F. McLaughlin, David Pender, C. W. Priddy, James A. Ridgwell, L. P. Roberts, John H. Rodgers, W. B. Rodman, F. S. Royster, J. H. Schlegel, A. B. Schwarzkopf, G. S. Shafer, W. T. Simcoe, S. L. Slover, T. S. Southgate, W. J. Stanworth, R. C. Taylor, Jr., Tazewell Taylor, R. B. Tunstall, R. S. Voight, John E. Wales, T. H. Willcox, Jr., B. D. White, C. L. Wright.

The Trust Company of Norfolk was a development of the Norfolk Bank for Savings and Trusts, which for many years was the first trust institution in the city.

The Virginia National Bank was organized in 1902 as the Virginia Savings Bank and Trust Company. J. W. Hunter was the first President; William C. Whittle the first Cashier; John L. Roper the first Vice-President; and Walter H. Taylor the first General Counsel. (Walter H. Taylor is not to be confused with Colonel Walter Herron Taylor, President of the Marine Bank. He was for years a promi-



Present home of the National Bank of Commerce, Main and Atlantic Streets, built on site of the old City National Bank.

nent attorney and served as City Attorney). The original directors of the Virginia National were: S. S. Nottingham, B. P. Loyall, J. W. Hunter, William C. Whittle, John L. Roper, R. P. Voight, R. F. Baldwin, Leroy W. Davis, S. Q. Collins, D. F. Watt, Ralph Margolius and Walter H. Taylor.

The Virginia National Bank was chartered and took over the business of the Virginia Bank and Trust Company (September 28, 1910). It filled an important place in our financial history until it merged with the larger bank.

The Virginia National Bank (whose Greek temple is now the home of the Southern Savings Bank) brought to the consolidated National Bank of Commerce as Vice-President, A. W. Brock, who had served the Virginia National Bank as President.

The officers and directors of the National Bank of Commerce (1936) are: Robert P. Beaman, President; James B. Dey, Jr., Senior Vice-President (Mr. Dey is also serving at the present time as President of the Virginia Bankers Association); John S. Alfriend (a great-nephew of Jacob Vickery, one of the original directors of The People's Bank in 1867), Assistant to the President; A. B. Schwarzkopf, A. W. Brock, C. S. Whitehurst, Vice-Presidents; I. T. Van Patten, Jr., Assistant Vice-President; Samuel T. Northern, Cashier; C. S. Phillips, F. J. Schmoele, E. D. Denby, R. H. Moore, S. E. Tudor, C. M. Etheridge, Baxter C. Carr, Thomas H. Nicholson, Assistant Cashiers; J. H. Fanshaw, Auditor; Charles Webster, Vice-President and Trust Officer.

The directors are: F. R. Barrett, Robert P. Beaman, R. D. Cooke, Hugh W. Davis, J. B. Dey, Jr., Louis T. Dobie, C. W. Grandy, W. W. Houston, J. S. Jenkins, Jr., Charles L. Kaufman, W. C. Maher, James G. Martin, Jr., David Pender, C. W. Priddy, James A. Ridgwell, L. P. Roberts, John H. Rodgers, W. B. Rodman, W. T. Simcoe, S. L. Slover and C. L. Wright.

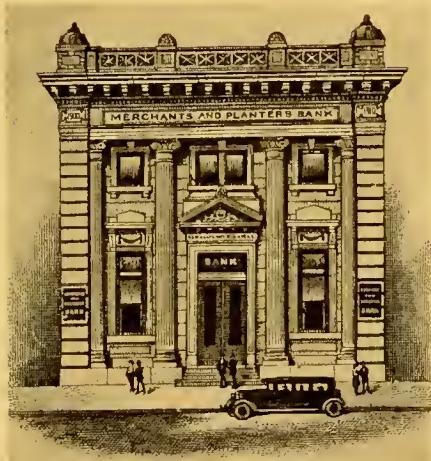
In addition to its main banking house, located in its office building, at Main and Atlantic Streets, the National Bank of Commerce operates four branch offices, including the only banking office at Virginia Beach. The departments of the bank cover all types of banking facilities and, in addition to the Commercial Banking Department, there is conducted a Savings Department, a Trust Department, a Foreign Department, an Installment Loan Department and a Safe Deposit Department.

The institution is the oldest national bank in Tidewater Virginia, its Trust business is the oldest in this locality, it organized the first Savings Department in Norfolk and it was the first com-

mmercial bank in this city to create an Installment Loan Department to serve the personal requirements of the small borrower. Its claim to reputation is not based alone upon its position of size in the community, but upon its pioneering in those forms of service which have increased its usefulness to the community and thus have created its consistent progress, growth and strength.

V

The Merchants and Planters Bank was the pioneer banking institution for that part of the city which lies across the Eastern Branch. It was organized by the efforts of the late Alvah H. Martin and other progressive citizens, starting business April 1, 1900, with a capital of \$30,000.

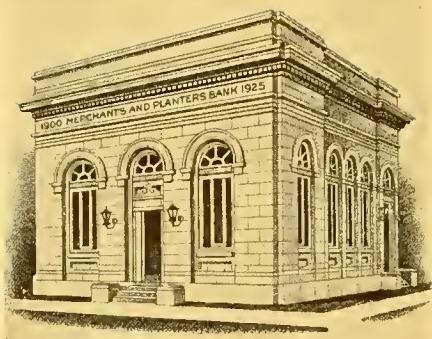


Home office of Merchants and Planters Bank, 218 W. Berkley Avenue, Berkley.

his death, July 5, 1918. Colonel S. L. Slover succeeded Mr. Martin and served until January 1, 1929. During his term branches were established at Campostella (1924) and South Norfolk (1927). Jesse J. Parkerson succeeded Colonel Slover and continues as President.

The capital of the bank at present is \$250,000, to which impressive figure it has been built through stock dividends from \$50,000. The surplus is at present \$475,000 and total resources \$4,054,798.

The officers who now serve the Merchants and Planters Bank are: S. L. Slover, Chairman of the Board; Jesse J. Parkerson, President; C. L. Old, Vice-President; John Cuthrell, Vice-President; H. G. Martin, Vice-President and Cashier; V. L. Sykes,



Campostella Branch of Merchants and Planters Bank, Wilson Road and Springfield Avenue, erected in 1925.

ries, L. L. Sawyer, S. L. Slover, Wm. H. Darden, John Cuthrell, J. M. Lawrence, Howard G. Martin, J. C. Sleet, James G. Martin, Jr., W. P. Butt, J. R. Sears, W. C. Arrington, A. J. Shumadine, F. B. Townsend, R. W. Martin, J. H. Privott, B. Galumbeck, J. F. Walker, M. A. Glasser, B. D. Wood, Jesse J. Parkerson.

Assistant Cashier; F. B. Townsend, Assistant Cashier; J. Paul Smith, Assistant Cashier; Guy R. Beale, Assistant Cashier; W. Mac Goodman, Assistant Cashier; James G. Martin, Jr., Trust Officer.

This bank is a member of the Federal Deposit Insurance Corporation.

The Directors are: C. L. Old, S. W. Lyons, Jr., C. R. Carver, Alvah H. Martin, E. T. Humph-



South Norfolk Branch of the Merchants and Planters Bank.

VI

Norfolk is the home of the Morris Plan Bank, and a Norfolk citizen here established the first of that famous chain. Arthur Joseph Morris was born in Tarboro, North Carolina, August 5, 1880, and graduated from the University of Virginia at 19 years of age. He studied law and began the practice of his profession in this city (1901). As a financial lawyer he conceived the idea of industrial banking, and despite the typical discouragements that every pioneer must encounter, he obtained a charter for the proposed institution. On April 5, 1910, he opened the first Morris Plan Bank with a capital of \$20,000, in a single room on the seventh floor of an office building.

The chain has spread to every part of the United States. There are now 95 such banks in 125 cities of 36 States. They have handled more than two billions of dollars in business, and now have more than 100 million on deposit. They have loaned more than three

billion dollars to more than fifteen million people, and have sustained a loss of less than one-half of one per cent. The Morris Plan Bank of Virginia, the direct, local development of the Norfolk institution, has five branches in as many cities of this Commonwealth, and is the seventh largest bank of any kind in Virginia, with \$11,200,000 deposits and resources which aggregate \$16,600,000, in 70,000 accounts. The Directors of the Norfolk branch are, at present: Charles L. Kaufman, W. S. Royster and H. W. Whichard. Ernest P. Mangum is Assistant Vice-President and Cashier and L. P. Harrell is Assistant Vice-President. O. B. Wooldridge is Assistant Cashier.

VII

Norfolk's youngest bank, the Southern Savings Bank, has registered an impressive development. It was organized first as the Southern Savings and Finance Company (1917), with a capital of only \$10,000. In 1932, it secured a charter as a State bank with a capital of \$100,000, and \$25,000 surplus. H. O. Nichols has presided over the institution since it began. The officers and Directors of the Southern Savings Bank are: H. O. Nichols, President; W. Ludwell Baldwin, George A. Foote, Vice-Presidents; Edward H. Church, Vice-President and Cashier; O. N. Ballance and Leonard T. Smith are Assistant Cashiers. The Southern Savings Bank has a branch at Ocean View.

The deposits of this growing bank, at last report, were \$1,077,330, and its total resources, \$1,379,551.

The Southern Savings Bank recently moved to the Greek Temple at the corner of Main and Granby, previously occupied by the Virginia National Bank. The directors are the officers and Herman R. Furr, W. P. Bain and W. P. Edmondson.



THE LAST LEAF OF BOOK I

We have followed through three centuries in the path of many mighty men, noble, tried and true, even from the spacious days of Queen Elizabeth. Virginia received her name from the lips of the Virgin Queen, who was the only child of Anne Boleyn, a daughter of the ancient, royal House of Norfolk.

At Cape Henry civil government was born by the express provision of the London Company, and the command of James I.

In this tractless wilderness Adam Thorowgood, Thomas Wiloughby, John Robinson, Anthony Lawson, Samuel Boush, Sir John Randolph, Paul Loyall, Stephen Decatur, James Barron, Littleton Waller Tazewell, Robert Barraud Taylor, David Glasgow Farragut, Walter Herron Taylor, Hugh Blair Grigsby, James Barron Hope, Alexander Galt, William Couper, Thomas Newton, Abram J. Ryan, William Mahone, Richard Dale, William Wilson Lamb and William Lamb, Dr. William Boswell Selden and Dr. William Selden, and a host of others, have left us a lordly heritage. Norfolk has a thrilling tale to tell, years of wealth and happiness, years of bitterness, pestilence, war and reconstruction; but, like the fabled goddess of the Greeks, she has risen in beauty from the ocean's foam.

The story of Norfolk is just begun. Let no superficial reader spurn a notable past, for our tomorrows are built upon our yesterdays. Each dawn heralds a day of finer achievement and wider opportunity. The future pages of peace will be more brilliant than the records of battle and bloodshed.

Norfolk is a city of homes. To those who seek a finer, larger life of achievement and opportunity, Norfolk extends a hand of welcome, cordial and sincere. In all the nation no better place to live, to labor and to rear a family may be found, than by these storied shores of old Virginia, close beside the murmuring waters of the Chesapeake.

1636 — THROUGH THE YEARS IN NORFOLK

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BOOK II
THE MAKING OF A GREAT PORT

NORFOLK, PORTSMOUTH AND ENVIRONS TODAY

BY
F. E. TURIN

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THROUGH THE YEARS IN NORFOLK



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The Making of a Great Port

Norfolk was established in 1682 on a tract of fifty acres of land purchased from Nicholas Wise, Jr. for 10,000 pounds of tobacco, which at that time passed current for money in Virginia.

Today, Norfolk is one of the world's great ports; it is, likewise, a prime industrial center; the trucking products of the area have a value annually of approximately \$10,000,000; and about a million tourists each year visit its beaches—Virginia Beach and Ocean View—and its historic shrines. In addition, Norfolk occupies a position of the first importance in the national defense.

Inland and tributary to the port of Norfolk is that group of states whose area formerly composed the great Northwest Territory, which once belonged to Virginia, and which was ceded by Virginia to the United States government in order to mollify the states to the north. Out of Virginia territory have been created the states of Kentucky, Ohio, Indiana, Illinois, Michigan, Wisconsin, West Virginia, and part of Minnesota.

In his *Physical Survey of Virginia*, published in 1868, Matthew Fontaine Maury, the eminent geographer, pictured the states of the Middlewest as naturally tributary to Hampton Roads, the harbor on which Norfolk is situated, declaring that the transportation system of this vast territory should draw through Hampton Roads to Europe. He demonstrated on a chart the advantages afforded by the route through Norfolk. Norfolk continues to benefit from the advantages of location envisioned by Maury, and is the gateway of Middlewest and South alike.

NATURE GAVE NORFOLK ONE OF THE FINEST HARBORS in the world. As if to make sure that this great harbor could be utilized to the fullest, a lavish Providence has added the permanent endowment of ideal climate for shipping. Norfolk is Climate's home port.

At Norfolk it is "shipping weather" all the year. The immense anchorage grounds of wide, calm waters are ever ice-free. The mean annual temperature is 59.4 degrees, with remarkable freedom from extremes of heat and cold. The average tide variation is only



two and one-half feet. There are few fogs and no snows of consequence. Fifty-nine per cent of the daylight hours are sunny.

TO THIS PRICELESS NATURAL ENDOWMENT has been added every possible mechanical and physical means for the expeditious handling of traffic. There is berthing space for more than fifty ocean-going vessels. There is approximately 10,000,000 square feet of covered warehouse space, and trackage space for more than 5,000 freight cars. Tracks run to shipside. From the piers, trunk line railways radiate over thousands of miles of track, connecting with the principal markets of the East, South, North, and Middle West. More than fifty steamship lines, including one home-owned line—the American Hampton Roads Line—and the Baltimore Mail Line—serve the port, with frequent sailings to all parts of the world. There is express steamship service, at freight rates, to Baltimore, Washington, New York, Philadelphia, Boston, and Providence.

THE NAVIES OF THE WORLD might simultaneously swing wide in Norfolk's anchorage grounds. The world's largest ships may navigate easily its deep, fog-free channels. Yet these exceptional conditions would count for little were it not for the fact that Norfolk's natural advantages are matched by its magnificent railway facilities.

At Norfolk the exchange of freight from hold to wheel and from car to deck is accomplished with utmost dispatch. Eight



View of docks near foot of West Main Street about 1880, showing old Atlantic Hotel, then claimed to be one of the largest hotels in the South.





great railways serve the port. These are interconnected by a belt line railroad, owned jointly by the eight roads, which is declared by transportation authorities to be one of the most valuable assets possessed by any port or city in the country. The belt line provides for efficient interchange of traffic from one road to another, serves industries and commercial establishments, and connects with steamship piers and terminals. The belt line switching charges on line-haul traffic are absorbed in the Norfolk rates.

The eight line-haul carriers serving Norfolk are as follows:

Atlantic Coast Line Railroad, from Norfolk to the south and southwest, traversing the cotton—and tobacco—growing states, as well as the lumber-producing areas of that territory.

Chesapeake & Ohio Railway, with rails through Virginia, West Virginia, Ohio, Indiana, Illinois, and Kentucky, serving vast coal fields, and manufacturing and agricultural regions.

Norfolk & Western Railway, to the Middlewest, with connections to the South and Southwest, serving the bituminous coal fields of Virginia and West Virginia, and important agricultural and manufacturing areas.

Norfolk Southern Railroad, with rails traversing eastern and central North Carolina and southeastern Virginia, serving important tobacco, cotton, and lumber areas.

Pennsylvania Railroad, reaching practically every important point in the Middle Atlantic and Middle Western States.

Seaboard Air Line Railway, to the South and Southwest, serving cotton, tobacco, and lumber-producing areas.

Southern Railway, with lines through the entire territory east of the Mississippi and south of the Ohio.

Virginian Railway, tapping the great bituminous coal fields of West Virginia, and connecting with important lines into the Middlewest.

These railroads and their connections provide unsurpassed through service to and from all parts of continental United States, Canada, and Mexico.

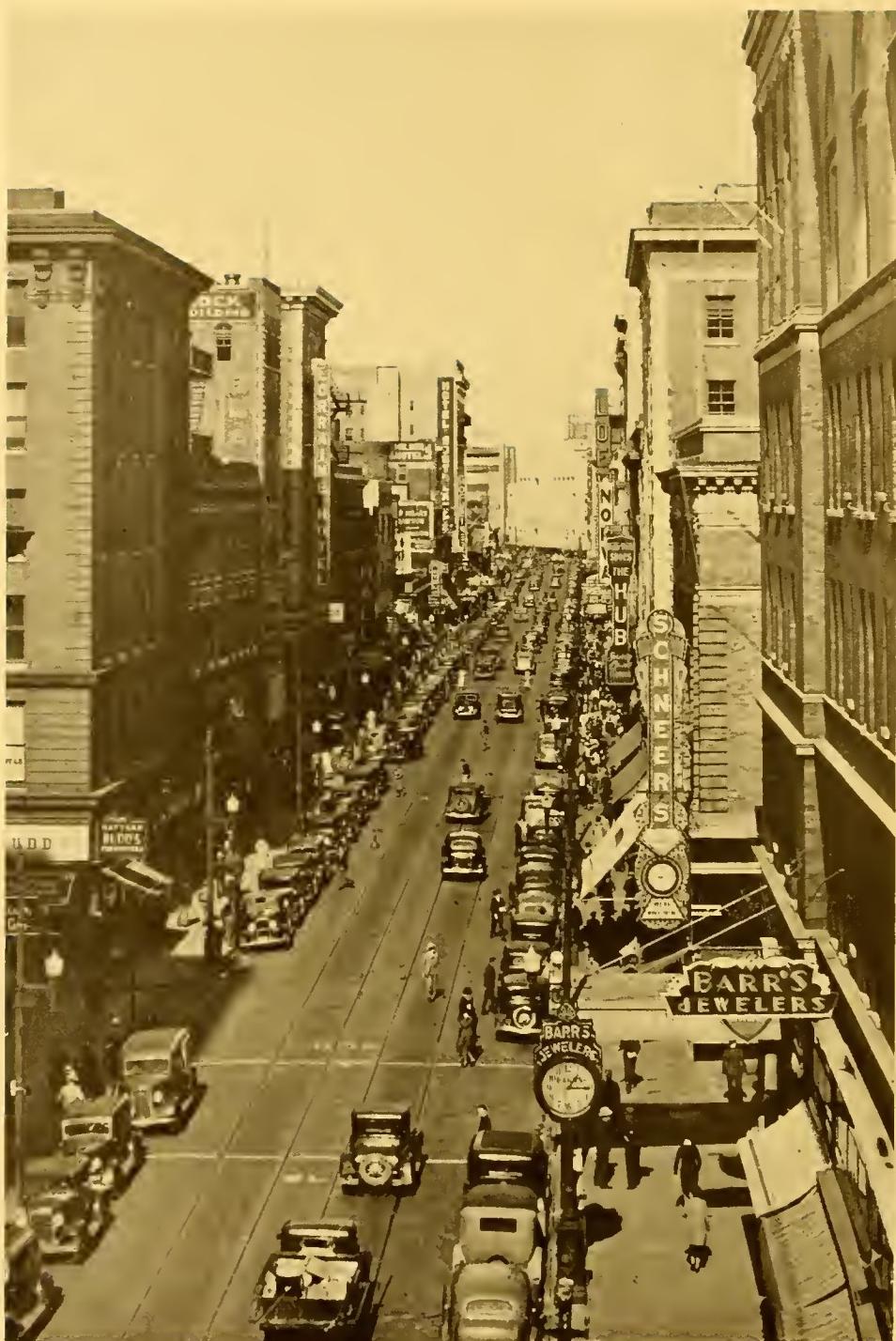
Each of the railroads centering at the port has adequate and excellent terminal facilities. These include the most modern coal piers in the world, as well as modernly equipped merchandise piers and storage warehouses.

In recent years the Norfolk & Western, the Pennsylvania, the Chesapeake & Ohio, and the Virginian railroads have spent millions in the development of their terminals. The Norfolk & Western has completed in 1936 an additional coal pier, especially designed for the fast loading of cargo coal with a minimum of breakage.



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THROUGH THE YEARS IN NORFOLK



Granby Street, 1936, one of Norfolk's vital arteries; Federal Building in center background.

SEVERAL HUNDRED YEARS AGO there was situated on the site of Norfolk an Indian village called Skicoak. This was located on the Elizabeth River, about twenty miles from Cape Henry, where the earliest permanent English settlers in America made their first landing. Christopher Newport, with the three vessels under his command, landed at Cape Henry on April 26, 1607, a couple of weeks before the settlement at Jamestown, and there engaged in a skirmish with the Chesaapeakes, the Indians inhabiting the area.

According to Thomas Jefferson, C. Whittle Sams, and records at the office of the Norfolk County Court Clerk, the land now included in Norfolk County was granted in 1636 to Henry Frederick Howard, Lord Maltravers, a relative of the Duke of Norfolk. He it was who attached the name Norfolk to this locality, according to these authorities. Dr. W. H. T. Squires, eminent Virginia author and historian, and others state that Adam Thoroughgood named the County when in 1636 he introduced in the House of Burgesses the measure providing for the establishment of Norfolk County.

The counties of Nansemond, Norfolk, and Princess Anne originally composed New Norfolk County. Shortly afterward the territory was divided into Upper and Lower Norfolk counties. Upper Norfolk became Nansemond County, while Lower Norfolk comprised the area which is now Norfolk and Princess Anne Counties.



Berkley in the year 1888.



The entire section was laid off in parishes and a church was erected in each parish. The settlers established themselves on farms along the bays and rivers, where they built wharves at which ships might discharge and receive cargo. For seventy-five years after the settlement at Jamestown in 1607, there were no other towns of any importance in Virginia.

THE GROWTH OF NORFOLK in the period immediately following its establishment, in 1682, was not rapid, but in 1705 Norfolk became a full-fledged town, and by 1728, according to Forrest's *Historical and Descriptive Sketches of Norfolk and Vicinity*, "the business of the place had now greatly increased and a very considerable number added to the population."

"Its situation," this old book continues, "presented all the requisite advantages for commerce, navigation, and a profitable investment of capital. A brisk trade was carried on with the West Indies, whither large quantities of flour, lumber, beef, pork, etc., were exported; in return for which were imported, abundant supplies of sugar, molasses, rum, and fruits. Twenty or thirty brigs and smaller vessels constantly rode at the wharves; the merchants and mechanics all appeared to be actively engaged, and prospering;



Scene at Eastern Steamship Lines Docks.





936

a number of stores and dwellings were erected, real estate advanced in price, and there was no good reason for doubting that Norfolk would, ere the present day (this was written in 1853), be a very large and flourishing city, if not the largest upon the whole coast."

At the beginning of the Revolutionary War, Norfolk held, in fact, a place of importance in the commerce of the colonies, and the port carried on an active export and import trade with the West Indies, South America, and Europe.

The first blood shed on Virginia soil at the outbreak of the Revolution was at Great Bridge, eight miles south of Norfolk, on December 9, 1775. The British retired to their ships at Norfolk, and on the morning of January 1, 1776, opened a furious bombardment. The whole town was soon in flames. It burned for three days and was completely destroyed. Only the walls of old St. Paul's Episcopal Church were left standing.

SEVERAL YEARS AFTER THE REVOLUTIONARY WAR Norfolk was on the way toward regaining its former position as a port. The need of better means of transportation between Norfolk and nearby sections came to be recognized, and in 1787 the Dismal Swamp Canal was commenced, to link the navigable tidal waters of Vir-



The old Custom House.



ginia and North Carolina. Despite this early beginning this waterway was first opened for navigation in 1814, and it was not until 1828, at about the time railroads began to be thought of, that it was opened on a scale adequate for vessels which could navigate safely the waters which the canal connected. Later the Albemarle & Chesapeake Canal was built. Both of these waterways have served a useful purpose, and both are now operated by the government as a part of the inland waterways system.

WORK ON THE FIRST RAILROAD, not a conspicuously successful undertaking, started in 1833, to link Portsmouth with Weldon, N. C., at the falls of the Roanoke River. At the beginning of the War between the States there existed the railroad from Portsmouth to Weldon, and likewise one from Norfolk to Petersburg, completed just a few years before. The war brought catastrophic results. Both railroads had been destroyed, and practically nothing remained but the right of ways.

The ports in the North, having been open throughout the war, had forged ahead.

Conditions at Norfolk remained almost dormant until 1870. Then the Norfolk & Petersburg, the Southside, and the East Ten-



Hides at Norfolk Tidewater Terminals.

Tennessee & Virginia were joined to form the Atlantic, Mississippi & Ohio Railway. With this development Norfolk began to get a little business. The trackage of the Atlantic, Mississippi & Ohio, together with the business it had developed, was taken over several years later by the Norfolk & Western Railway.

The Norfolk & Western, in the course of events, built from Radford into the coal fields. The first car of coal was brought to Norfolk in 1883, thus beginning the traffic that has made modern Norfolk a world coal port.

In 1886 the city of Norfolk entered into negotiations which resulted in the building of a line to Norfolk which became a part of the Atlantic Coast Line system.

At about this time the Southern Railway was attempting to develop a port at West Point, on the York River. Eventually, however, the railway made a trackage arrangement with the Atlantic Coast Line whereby it could reach the port of Norfolk, and there it built terminals adjoining the Atlantic Coast Line warehouses and piers. Later, the Southern obtained trackage linking this terminal with the system's main line at Danville.

The Norfolk Southern, the first section of which was opened



Air view of section of downtown Norfolk.

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in 1881, was built into eastern North Carolina, and has since been extended until it now has nearly 1,000 miles of track.

The Pennsylvania Railroad built down the Eastern Shore peninsula of Virginia in 1884, and established boat and barge connection between Cape Charles and Norfolk.

The Virginian Railway completed its fine coal-carrying road to Norfolk in 1909.

THE STORY OF THE NORFOLK & PORTSMOUTH BELT LINE is of special significance in the recent development of the port of Norfolk, both commercially and industrially. This story begins with the building of the Pennsylvania Railroad to Cape Charles in 1884, in which year passenger steamer and freight car-float connections were established to link the Eastern Shore terminus with Norfolk-Portsmouth and with the rail carriers radiating from Norfolk to the south and west. With this project there was created a rail gateway between the Northeast and the South, additional to that which previously had existed by way of Baltimore and Washington.

For a number of years the barges of the New York, Philadelphia & Norfolk Railroad, the operating subsidiary of the Pennsyl-



Apples for export, at Norfolk Tidewater Terminals.

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vania Railroad, made connection for loading and unloading at the car-float bridges of the several Norfolk railroads and were loaded and unloaded by engines and crews of those carriers. This procedure resulted in inevitable delays and eventuated in the N. Y., P. & N. (pronounced Nip 'n 'En) building a terminal of its own where freight cars could be assembled and where cars could be transferred to and from the barges by the N. Y., P. & N.'s own engines and crews.

It was in connection with the contemplated use of this terminal that the idea of the Norfolk & Portsmouth Belt Line had its origin. Surveys for the terminal and for the belt line were begun in 1896. The combined project was completed in 1898. The belt line was so located and constructed as to afford a physical connection between the N. Y., P. & N. and all other railroads having terminals in Norfolk and Portsmouth. Upon its completion each of the roads acquired an equal interest in the belt line, and this situation continues to obtain to the present day.

Whereas the primary original purpose of the belt line was to afford convenient connection between the N. Y., P. & N. and the railroads reaching Norfolk from the south and west, it later became



Air view of Norfolk Southern Railroad and Seaboard Air Line Piers and Terminals of Norfolk County Ferries in Portsmouth.





evident that this development presented remarkable possibilities in the building up of industrial operations and in stimulating the general commerce of the port.

The initial agreement between railroads owning the belt line provided that rates to and from points on the belt line should be identical with the rates prevailing to and from the line-haul carriers' own terminals and sidings in Norfolk and Portsmouth. This arrangement acted as a powerful stimulus to industrial development, and today the belt line serves some 130 different industries and sidings.

THE REMARKABLE GROWTH of Norfolk's port business in recent years has been fostered by progressive community effort.

An outstanding item in the new port traffic, which has largely developed in the period following the World War, is the export of leaf tobacco, grown in Norfolk's natural hinterland. During the same period an expanding export and import movement in many other commodities has likewise been built up. Within the last decade the volume of export traffic has increased more than ten times, while the amount of imports has doubled.

Today, with more than ample terminal facilities, unexcelled rail transportation, general cargo service to every quarter of the



The U. S. S. Saratoga in Norfolk's inner harbor.



globe, and a geographic situation excelled by no port on the American continent, Hampton Roads has become a vital factor in the commerce of the country.

FOR 100 YEARS FOLLOWING ITS DESTRUCTION during the Revolutionary War the development of Norfolk whether with respect to commerce, industry, or population was far from notable. By 1870 the population had grown to only approximately 19,000, about half of whom were Negroes. Subsequent population growth has closely paralleled the increasing development of railroad facilities, the building-up of port traffic, and the establishment of industrial operations upon an expanding scale. In 1880 the population was 22,000; in 1890, 35,000; in 1900, 47,000; and in 1910, 67,000. With the boom period of movement of troops and supplies through Hampton Roads during the World War, Norfolk grew tremendously. The population during the peak of activity was estimated to be approximately 300,000, including soldiers, sailors and marines in training or awaiting transfer overseas. With the census of 1920, taken during the recession following the conclusion of the war, the population was recorded as about 116,000.

Norfolk is today (census of 1930) a city of 130,000 population, the second largest in Virginia. The metropolitan district, with 273,000 (1930), is the most populous in the state. As a general port,



S. S. Capulin, American Hampton Roads Line.

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— THROUGH THE YEARS IN NORFOLK —



Norfolk ranks among the first half dozen in America. As an industrial community, development during the past few years has been particularly rapid.

The industries of Norfolk include such a range of activities and products as is represented by automobiles (assembled), silk-weaving, fertilizers, needle-trade products, agricultural implements, veneers, rolling steel doors, underwear, paint, cement, sulphur-dioxide, food products including flour mills, fish freezing, oyster packing, coffee roasting, peanut-cleaning, soy bean processing, canning, pickling, tobacco-stemming, ship-building and wood-working.

The advantages of Norfolk as a manufacturing center are becoming continually more evident to manufacturers as they become better acquainted with the favorable basic conditions existing at this port. Manufacturing costs such as power, fuel and water, are comparatively low. Cheap coal is available in abundance. Local power rates are favorable and attractive to industrial plants as compared with those of other parts of the country. Industrial water rates at Norfolk are considerably lower than the average for more than 200 cities according to the American Water Works Association.

Building costs are low largely because the building season is continuous and sites which meet practically any requirements as to size, etc., are to be had at reasonable cost.



S. S. City of Norfolk, Baltimore Mail Line, at Norfolk Tidewater Terminals.

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THROUGH THE YEARS IN NORFOLK



BIRTHPLACE OF AMERICA'S FOREIGN COMMERCE

PART II—"THE MAKING OF A GREAT PORT"

America's foreign commerce was born in the James River and cradled in its infancy at Norfolk. It was a lusty youngster almost one hundred years before the Revolution as will be shown in this chapter of "The Making of a Great Port", which includes statistics from the first records on commerce of Colonial America. The figures are believed to be the earliest gathered and the compilations herein were made at the request of the Norfolk Advertising Board in September, 1930, under the direction of William L. Cooper, then director of the Bureau of Foreign and Domestic Commerce and Dr. Dana Durand, the Economist for the bureau. The statistics reveal how American commerce grew from a small beginning and also tell the story of advancing trade between the American Colonies and Great Britain from 1697 to 1767 inclusive, which formed almost the only commerce of this country prior to the establishment of the United States as an independent nation.

Americans whose concept of the early colonies has been derived through histories almost exclusively devoted to their political evolution and territorial expansion, will, it is thought, be amazed to learn of the very considerable proportions of the trade reached with the mother country at a time when Indian forays were still frequent along the Atlantic Seaboard and when ships were small indeed to engage extensively in commercial trade across the perilous Atlantic.

In 1697 the total foreign trade of Virginia and Maryland reached 286,552 Pounds Sterling. This was equivalent to approximately \$1,394,500 at present rates of exchange, but in reality it represents several times that amount when measured by the present depreciated purchasing power of currency as compared with its buying power and the low price of commodities at that early day.

The tables of that early commerce unfold the story of the growth of the great Atlantic Coastal cities. In 1697, the foreign trade of Virginia and Maryland represented 68 per cent of the total foreign trade of the American Colonies. Pennsylvania's trade represented but 1.5 per cent of the total; New York enjoyed but 3.3 per cent, and New England, which had been first colonized in 1620, but slightly later than Virginia shared to the extent of 22.4 per cent of the grand total which was 419,981 Pounds Sterling. In twenty years Virginia and Maryland, so far as percentages go, had slipped

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down to 62 per cent of America's foreign trade, although their trade had actually increased by 248,233 Pounds. Pennsylvania's share of the trade had doubled to 3 per cent, New York's had risen to 7.9 per cent, and New England's had slightly decreased to 21.9 of the grand total, although the actual volume of New England trade had more than doubled; it now reached 190,899 Pounds. The total at this time 1717, was 865,756 Pounds, more than double what it had been in 1697. This total includes the trade of the Colonies of Carolina and Georgia.

As each of the ports reached out for commerce and the grand total of Colonial trade increased, the relative percentages which the leading export centers occupied in relation to the whole trade, of course decreased. But, the leaders nevertheless were registering a prodigious actual increase in trade.

Forty years after the statistics begin, that is, in 1737, Virginia and Maryland held but 48 per cent of the total trade between the American Colonies and Great Britain. Actually, however, the total of their exports and imports had reached 703,547 Pounds Sterling whereas in 1697 their total trade had been but 286,552 Pounds.

In fact, for the next two hundred years we find Hampton Roads, the nursery of American commerce, slipping down in its percentage of the total trade of the country, although actually during most of the time registering increases in absolute volume. In the last twenty years the share of that gateway in the total trade has again risen markedly.

At this time, 1737, Pennsylvania had reached 4.8 per cent of the grand total of the trade between the American Colonies and Great Britain. Her trade amounted to 71,888 Pounds, only one-fourth of what had been the trade of Virginia and Maryland forty years before. New York was climbing fast and in 1737 had reached 9.7 of the grand total for that year, which was 1,457,816 Pounds, or more than a million pounds in excess of the total trade forty years before. New England's percentage of the total trade had fallen slightly in the forty years, being 19.7 per cent in 1737. Her actual trade in that year was 287,270 Pounds, or about three times as large as it had been in 1697.

We have seen that in 1737, almost two hundred years ago, Virginia and Maryland had almost one-half of the total trade and New England had one-fifth, New York had less than ten per cent and Pennsylvania less than five. We come to 1767, after our commerce had been recorded for 70 years. We find that Virginia and Maryland now held 29 per cent of the total trade but their volume had



expanded to 875,554 Pounds, Pennsylvania now held 13 per cent of the foreign trade, her commerce with the mother country amounting to 409,471 Pounds, or 122,919 Pounds more than the trade of Virginia and Maryland had amounted to seventy years before.

The figures, indeed, give a very good idea of the relative progress of the different sections of the American Colonies. New York in 1767 had risen to 16 per cent of the total trade; her trade in that year reached 479,379 Pounds of which 61,422 Pounds represented exports and 417,957 Pounds represented imports. New York was buying heavily from England then, whereas Virginia and Maryland with their rich crops were exporting and importing about evenly, their exports in 1767 being 437,926 Pounds and their imports 437,628, a difference of only 298 Pounds.

New England's share in 1767 had fallen to 17.8 per cent of the total, though her trade in that year amounted to 534,288 Pounds, exceeding by almost 440,000 Pounds the total commerce of New England seventy years before. The total commerce of the Colonies in that year, 1767, was 2,997,002 Pounds, of which 1,096,079 were exports and 1,900,923 were imports.

In the light of the present day commerce reaching into the billions these figures of America's foreign commerce 163 years ago may seem insignificant. If we take into account the far higher purchasing power of money in that day, however, and the small population, the figures appear of no small magnitude.

New York was already becoming dominant in our commerce in the early years of our existence as an independent nation, and was soon to outstrip all competitors. The rigorous blockade of the American coast by the British frigates during the War of 1812 (July 18, 1812-December 24, 1814) particularly during the year 1814, helped to bring about a radical decrease in the South's share of the nation's commerce. The main British force in that year continued to lie in the Chesapeake, where about fifty sail were collected. They, of course, dominated the Chesapeake and Hampton Roads, which is to say the ports of Norfolk, Newport News, and Baltimore. These Southern waterways that had given birth to American commerce received a blow whose results, later augmented by the War Between the States, were to endure for one hundred years. By 1821 New York was doing 29 per cent of the total of the commerce of the United States, while Maryland was doing but 6.2 per cent and Virginia but 3 per cent of the total. Virginia's total was \$4,157,699 and Maryland's \$7,921,236, or both together \$12,078,935. Their commerce was $2\frac{1}{2}$ to 3 times as great as it had been fifty years before,

but they had lost heavily in their share of the total trade. Pennsylvania, too, fell off slightly in her percentage which was 12.2 as against 13 per cent in 1767. But Massachusetts had climbed to 21.4 per cent of the total commerce of the country.

Hampton Roads, through which Virginian commerce passes, continued to slide downward until the opening of War Between the States. In 1851 Virginia was doing but 0.8 per cent of the trade of the United States, New York was doing 52.0 per cent, and in the next ten years rose to 67.7 per cent, while Virginia descended 0.7 per cent; Pennsylvania in 1851 was handling 4.5 per cent of the trade, in 1861, 3.8 per cent. Maryland in 1851 had fallen to 2.8 per cent, but in 1861 rose to 3.8 per cent; Massachusetts in 1851 was doing 10.3 of the trade and in 1861, 10.5 per cent.

Then came the war, the devastation of the South which destroyed her immediate potentialities for commerce, and rigorous blockade of her ports while Northern ports were so open that even the outcome of the battle of the Monitor and Merrimac was regarded as a protection to Washington. McClellan's advance, the evacuation of Norfolk, the burning of the Merrimac and the control of the sea by the North at Hampton Roads and Fort Monroe, almost wiped out Virginia's commerce. In 1871 it had reached but 0.2 per cent of the total of United States trade, Maryland's commerce was then 3.5 of this total, while Pennsylvania had 3.1 per cent, New York 60.5 per cent, and Massachusetts 6.0 per cent.

The total of imports and exports for the United States was \$1,132,472,258 as compared with a grand total of \$127,560,106 fifty years before. Virginia's commerce was only one-half that of fifty years before. The imports of the whole state amounted to \$188,237 for the year 1871. The exports were \$2,046,310. The commerce of all other states had increased in the fifty years.

Naturally this was the bottom point of Virginia's trade. There was a marked increase in its share of the total during the next twenty years, but for various reasons the trade through this gateway fell off again during the earlier years of the present century. In 1911 the commerce of Virginia was 0.6 per cent of the total United States trade, while Maryland had 3.2 per cent, Pennsylvania 4.3 per cent, New York 46 per cent and Massachusetts 5.2 per cent.

When the United States entered the World War in 1917 Hampton Roads again became more important in our trade. The government established there great Navy and Army bases. More than 50 per cent of the recruits who were trained for service with the Navy during the war were trained at the Norfolk Naval Base. Partly by

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reason of the impetus thus gained and partly by reason of purely economic causes, Hampton Roads is now a far more important factor in our trade than before the World War. The total value of foreign trade passing through Virginia at present is many times as great as in 1911, and the trade of the United States as a whole has multiplied. The share of Virginia in the total trade of the United States in 1929 was 2.1 per cent as compared with only 0.6 per cent in 1911. The year 1936, as it will be noted later in this chapter, shows greater gains.

During recent decades, with the settlement of the Middle West and the Far West, the Gulf Ports and the Pacific Ports have naturally increased immensely their trade with the outside world. Although the trade of the Atlantic Coast has greatly expanded, its share of the total trade of the country had decreased. It is significant, therefore, to compare the share of Virginia in the trade of the North Atlantic Coast independently of the trade of other parts of the country. If we combine the figures for Virginia, Maryland, Pennsylvania, New York and Massachusetts we have a total representing approximately the North and Middle Atlantic Region. The combined trade of these five areas in 1861 was 87 per cent of that of the country as a whole. In 1871 the proportion was 74 per cent; in 1901, 68 per cent; in 1911, 60 per cent; and in 1929, 54 per cent.

Virginia's share of the combined total for these five areas has varied as follows: 1821, 4.5 per cent; 1861, 0.9 per cent; 1871, 0.3 per cent; 1901, 3.1 per cent; 1911, 0.9 per cent, and 1929, 3.9 per cent.

Present-day Norfolk stands in the forefront of Southern progress. It may be confidently stated that the results thus far obtained are but an indication of what the future holds.

The Port of Hampton Roads—Norfolk, Portsmouth and Newport News—is gaining consistently in commercial activity and investment and has shown a definite upward trend throughout the year 1936 and now holds third place in shipping importance on the Atlantic Coast, according to H. M. Thompson, Secretary and Manager, Hampton Roads Maritime Exchange.

The analysis of the port's activity made by Mr. Thompson for 1936 shows substantial gains in foreign commerce, exports, imports, inter-coastal trade, permanent improvements, and coal and tobacco movements.

"In the matter of water-borne commerce, Hampton Roads is exceeded only by the ports of New York and Philadelphia, among the Atlantic Coast ports," Mr. Thompson reports, "with a gross annual tonnage exceeding 20,000,000 tons. Of this amount, the



foreign trade accounts for about 10 per cent, and the coastwise trade 80 per cent, with the inter-coastal, non-contiguous and internal receipts and shipments accounting for the remaining 10 per cent.

"The foreign trade of Hampton Roads, along with that of the entire United States, for the first six months of 1936, showed a substantial gain, i. e., \$53,000,000 as against \$38,000,000 for the same period in the preceding year, an increase of approximately 40 per cent.

"The value of exports through the Virginia Customs District in 1935 was in excess of \$122,000,000, representing a gain of three per cent over the \$119,000,000 for 1934, and 60 per cent over the \$76,000,000 value in 1933. The United Kingdom continues to absorb the bulk of our exports, accounting for approximately 66-2/3 per cent of our foreign commerce."

Mr. Thompson predicts that imports will show a gain harmonious with that in exports. Amounting to more than \$29,000,000 in 1935, imports this year are approximating the figure of 1929 and are 17 per cent greater than the \$24,000,000 value in 1934, the analysis shows, indicating that they will show an even greater gain this year.

"The annual movement of coal through Hampton Roads continues at a high level. It is expected that dumpings in 1936 will exceed 17,000,000 tons, a gain of nearly 1,000,000 tons over 1935, and as much as 66-2/3 per cent of all the coal handled through ports on the Atlantic Coast for 1936."



High Street, Portsmouth—looking eastward from Court Street, about 1879.

THE ATLANTIC COAST LINE RAILROAD

The Atlantic Coast Line is one of the greatest of the large railroad systems in the South. It is the result of the consolidation and unification of more than 100 railroads, most of which were built as local enterprises and most generally located to connect "fall line" towns, which had grown up at the head of navigation of rivers extending inland from the Atlantic Coast.

The first of its present constituent lines was the Petersburg Railroad, chartered February 10, 1830, running from Petersburg, Va., to a point on the Roanoke River near Weldon, N. C. Historical interest of the beginning of the present Atlantic Coast Line centers in the Petersburg Railroad, The Richmond and Petersburg and the Wilmington and Weldon.

In 1869 a group of far-sighted Baltimore capitalists purchased the Civil War damaged Wilmington & Weldon, and spent vast sums in restoring its earning capacity. Later controlling interests were secured in connecting roads to the North and South. This resulted in making physical rail connections and a unified policy of management.

About this time the name Atlantic Coast Line appears, as a public designation of a through North-South route. Before this time it was known as the "Weldon Route."

Sidney Lanier, the great Georgia Poet, wrote a Guide to Florida in 1874, in which the following appears: "The great organization known as 'The Atlantic Coast Line,' which in cooperation with the Bay Line steamers from Baltimore to Norfolk and the railway line from Portsmouth to Weldon, also with the all-rail route north of Weldon, transports the crowds of Florida travelers every winter via Wilmington, North Carolina."

By 1886 this route was physically connected between New York and Florida and had standard gauge, permitting through trains to operate.

The Atlantic Coast Line management thereupon realizing it served a territory which was fitted by soil and climate to grow perishable late fall and early spring truck crops, perfected a fast through freight service, with specially built ventilated freight cars, to enable farmers to market their produce in the large eastern cities. Thus the "ATLANTIC COAST DESPATCH" was born. This design is still a distinctive feature painted on the sides of every Atlantic Coast Line freight car.



In the earlier years freight and passengers service to and from New York was via Norfolk and thence the Seaboard and Roanoke Railroad (one of the present Seaboard Air Line's early constituent lines) to Weldon. However, a branch line was built by the Wilmington & Weldon Railroad from Rocky Mount to Tarboro in 1860. This, with the Norfolk and Carolina (formerly the Chowan and Southern) between Pinners Point, Va., and Tarboro, N. C., gave the Wilmington & Weldon entrance to Norfolk over its own system rails.

With the growth of the South, and the industrial development in western South Carolina and Georgia, the Wilmington & Weldon began in 1885 the construction of the Fayetteville Cut-Off from Contentnea, N. C., to Pee Dee, S. C., connecting at the latter point with the W. C. & A. R. R., and greatly quickening the running time between the North and the South and Norfolk and piedmont South Carolina, Georgia and the southwest.

In 1898 the Atlantic Coast Line of Virginia and the Atlantic Coast Line of South Carolina were incorporated. The latter existed only two years, but during this period it obtained with the Louisville & Nashville Railroad a joint lease of the Georgia Railroad, over which today the Atlantic Coast Line offers Norfolk a great unified trunk line to Atlanta and beyond.

On April 21, 1900, the Atlantic Coast Line of South Carolina was purchased and merged into the Atlantic Coast Line R. R. Co. of Virginia, and the name of the latter changed to the Atlantic Coast Line Railroad. This consolidation extended the lines from Richmond and Norfolk, Va., to Charleston, S. C., Augusta and (over leased Georgia Railroad) Atlanta, Ga., with numerous branch lines covering the territory.

Shortly after the Civil War the late Mr. H. B. Plant became interested in a similar process of building and consolidating various railroads stretching south and west from Charleston and Savannah to South Florida and Montgomery, Ala. He began this work in 1879, and it was completed before 1900.

In 1902 the Plant System was acquired by the Atlantic Coast Line Railroad Company, giving the Atlantic Coast Line system substantially its present form.

While there have been no individual large purchases since 1902, new lines constructed and purchased has brought the total mileage from 4,138 in 1902 to 5,105 at present, and a controlling interest in the Louisville and Nashville Railroad.

Since the war the Atlantic Coast Line has double tracked its main line from Richmond, Va., to Jacksonville, Fla., and equipped

it with automatic block safety signals, automatic train control (from Richmond, Va., to Florence, S. C.), and very heavy rail.

The Atlantic Coast Line operates exceptionally fast through freight trains every day in the year between Norfolk and Atlanta, Ga., serving all principal manufacturing centers in the Carolinas, Georgia and Alabama. It connects the port of Norfolk with every other port in the Southeast, including Havana, Cuba, in connection with the P. & O. S. S. Co. (owned jointly by the A. C. L. R. R.-F. E. C. Ry.) from Port Tampa, Miami or Port Everglades, Fla.

The Atlantic Coast line, through financial interest or operating interchange, encourages traffic between the North and South to move via Norfolk in connection with steamer and railroad service north thereof.

The Atlantic Coast Line, under the leadership of its president, George F. Elliott, appreciates Norfolk's position as its largest seaport, and predicates its service thereto on this fact.



Atlantic Coast Line and Southern Railway Terminals at Pinners Point, Portsmouth

Norfolk has been endowed with one of the finest natural harbors in the world. It is blessed with an equable climate that allows maximum movement of ships at all seasons. The navies of the world could simultaneously swing wide in Norfolk's anchorage grounds. The world's largest ships can navigate easily its deep, fog-free channels. Yet all these tremendous advantages would be cancelled were it not for the fact that Norfolk's natural advantages are equalled by its magnificent railway facilities.

At Norfolk the exchange of freight from hold to wheel and from car to deck is accomplished with utmost dispatch. Eight great trunk line railways serve the port. These railways are inter-connected by a Belt Line Railroad which in turn connects with manufacturing plants and ship terminals.

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— THROUGH THE YEARS IN NORFOLK —

George Washington's Railroad
C H E S A P E A K E and O H I O
Original Predecessor Company Founded *by George Washington in 1785*

Among all the agencies of civilization which have worked for the advancement of mankind, *Transportation* stands foremost. From that prehistoric day when some cave dweller fashioned a rude wheel, transportation has been the most important factor in civilization's advance through all the ages.

Modern transportation has been developed in America. Its foundation was laid by a great American, and this same great American took the first step toward building one of the world's greatest railroads half a century before the steam locomotive had been conceived in the mind of man. And, in doing so, he securely fixed a new nation in its place in the world.

In urging a plan for a transportation system to connect Tidewater Virginia with the Ohio River, George Washington, writing to Governor Harrison of Virginia, declared: "It is necessary to apply the cement of interest to bind all parts of the Union together with indissoluble bonds. The western settlers have no means of coming to us except by long land transportations and unimproved roads. *But smooth the road and make easy the way for them and see how amazingly our exports will be increased and how amply we shall be compensated for the trouble and expense of effecting it.*"

Little did Washington himself, wise man that he was, realize the full extent of his prophecy.

For, as a result, in 1785 the James River Company was formed to begin building a transportation route to the West. George Washington was its first president and one of its original stockholders. It began by clearing the James River for navigation, building canals around waterfalls to connect with other streams and roads



over the mountain tops. One of these roads, surveyed and opened under Washington's direction by General Andrew Lewis, is now the great highway known as the Midland Trail.

The Midland Trail and the James River Company project became George Washington's route between East and West, which today is the line of The Chesapeake and Ohio System. Work on the canal projects necessarily was slow. Meanwhile, the advance of science and invention was rapid. Soon after the dawn of the nineteenth century, the first rude steam locomotive made its appearance; men began laying rough iron rails on the ground to smooth and speed its passage. It was the coming of the railroad. Canal transportation faded into the background.

As early as 1836, the first rails, pointing westward toward the Blue Ridge Mountains, were laid on what was to become the road-bed of The Chesapeake and Ohio Lines. Subsequently, other small railroad companies built short lines paralleling the Midland Trail. Then a railroad was built along George Washington's canal to connect with them. All eventually were taken in to compose the Great Chesapeake and Ohio System of today, operating over the routes which George Washington himself selected.

The Chesapeake and Ohio System has from its earliest days been privileged to play a most important part in the development of Norfolk, the Capital of Tidewater Virginia. The ships of the seven seas carry from the Norfolk harbor more tobacco than from any other American city and few ports ship more coal and cotton. Today The Chesapeake and Ohio hauls much of the freight which comes down to the sea and carries away a major part of the cargoes from abroad. Thus has George Washington's prophecy been fulfilled by the railroad he envisioned—*"Smooth the road and make easy the way and see how amazingly our exports will be increased and how amply we shall be compensated for the trouble and expense of effecting it."*

It is eminently fitting that on George Washington's Railroad should be found what is said to be the finest transportation in the world. And history dictates that the leader of the world's finest fleet of air conditioned passenger trains should bear the name of the founder of the original predecessor company. The George Washington was the first genuinely air conditioned long distance train in the world. Today, it and its companion trains connect the East and West with through service radiating from Norfolk, the eastern gateway to the heart of Historyland.

THE NORFOLK SOUTHERN RAILROAD

The historical background of the Norfolk Southern Railroad, as to its public necessity and its economic existence, is no different from that surrounding the bigger systems of the country; for example, the Norfolk Southern Railroad is made up of a varying number of different properties that were at one time independently operated as separate entities. In the beginning, these railroads were built for no other purpose than to serve the public interests, or stated more accurately, to enable the products of the forest, field and prolific streams and sounds, to be shipped to the primary consuming markets of the country.

This condition is best illustrated by taking a survey of the separate roads as part of the Norfolk Southern Railroad system, i. e., the Albemarle and Pantego Railroad was built in 1892, extending from a point now known as Mackeys, N. C., and formerly known as Mackeys Ferry, on the south bank of the Albemarle Sound, to the town of Belhaven, N. C., for the purpose of providing transportation to enable the vast tracts of timber in the localities of the Albemarle and Pantego Railroad to reach the sawmills and the products thereof sent on to the markets of the country. Eventually other carriers were annexed until now (1936) Charlotte, N. C., is the western terminus and the road has 834.97 miles of track and employs 1,957 people.

In 1910 the company constructed what then was and today still is claimed as the largest railroad trestle bridge in the United States. This is the bridge across Albemarle Sound and connecting Edenton with Mackeys.

The Atlantic and North Carolina Railroad was acquired by the Norfolk Southern Railroad in 1904, having been originally constructed by the State of North Carolina as a part and parcel of its project to form a line between the west, on the one hand, and Carolina coast, on the other. The line from Norfolk, Va., to Elizabeth City, N. C., originally known as the Norfolk and Elizabeth City Railroad, was built in 1882, and opened for traffic in 1884. A few years later the Norfolk and Elizabeth City Railroad was extended from the latter point to Edenton, North Carolina.

As the timber was cut from the forest the lands were generally cleared and the development of the territories for farming purposes went forward. This evolution of development meant that, first,

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in the cutting of the timber or the operation of mills labor was necessary, and, as the result of which, small towns or villages sprang up. The labor employed in the forest necessarily had to secure the necessities of life, i. e., food, clothing and other essentials, and this meant, in turn, that transportation had to be provided, without which it would not have been conveniently practical to meet the demands and requirements of the people.

The same kind of necessity arose for transportation when the agricultural pursuits followed the clearing of the timber lands. In the case of the development of products of the mines, such as stone, transportation by rail was essential to enable the products of the mines to reach the consuming markets. The reasons for transportation are thus apparent.

The Norfolk Southern Railroad considers itself a part of the civic structure in each town and village it serves, and consequently, as an integral part of that community it has a profound interest in the fostering and development of that community. The Norfolk Southern Railroad seeks to serve its communities to the best of its ability, and the extent to which it may do so depends entirely upon the public giving the railroad its full cooperation. In other words, again the "community of interest" injects itself in the picture and emphasizes that the railroads must rise and fall according to the measure of public good will and support.

Raw materials for industries are found along the line of the Norfolk Southern Railroad, especially for the textile and lumber mills. One of the largest lumber mills of the southwest is located at New Bern, N. C. There is an unlimited supply of pulpwood of the various types—pine, gum, ash, hickory, cypress and oak. In fact, there is a sufficient supply of pulpwood to last one hundred years.

A supply of these woods is also used for furniture manufacturing and by plants engaged in wood-working production. The whole territory of the Norfolk Southern Railroad from Norfolk, Va., to Charlotte, Beaufort, Goldsboro, Fayetteville, N. C., is rich in agricultural and industrial possibilities, and offers the greatest opportunities to the people embarking in such enterprises. There is an abundant supply of electric power; an excellent character of native labor, both white and colored; the public health conditions along the line of the railroad are generally first class, and there are many other material assets.

The Norfolk Southern Railroad derives a very substantial part of its revenue from products of agriculture. Special trains for

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potatoes and peaches are run and other crops are also handled expeditiously.

The Norfolk Southern Railroad has been making a very careful study of the practicability of using some new form of passenger equipment, so as to provide quicker and better service than now afforded by the steam train, the passenger fares having already been drastically cut over a year ago. Extensive progress is being made in this study and it is hoped that something of a very tangible nature may be evolved therefrom, and by this it is meant reasonably comfortable facilities and quicker schedules; likewise, the question of improving its freight train service is being carefully studied, with the hope of bringing about an improvement. In brief, it may be stated that under the policy of the receivers, the railroad is making a survey of any and every medium that may be available to bring about the best possible passenger and freight service to the communities and to aid in any other way as far as it can in the development of such communities.

It is believed that the historical background of the properties making up the Norfolk Southern Railroad is of interest to the communities in which the railroad operates. The present receivers are Morris S. Hawkins and Louis H. Windholz. Mr. Hawkins first came with the railroad as secretary on May 4, 1910. On February 1, 1912, Mr. Hawkins became secretary and assistant to the president.

On December 28, 1917, the property was taken under Federal control and Joseph H. Young became Federal manager and Mr. Hawkins assistant Federal manager.

On January 15, 1919, Mr. Young retired as Federal manager, having been called to Washington, D. C., to serve as senior assistant director, Division of Operations, U. S. Railroad Administration, and Mr. Hawkins then became Federal manager.

On February 28, 1920, the property was released from Federal control, and on March 1st of that year Mr. Young returned as president. On May 27, 1920, the Durham & South Carolina railroad was leased and merged with the Norfolk Southern.

When Mr. Young left the railroad in 1921, to accept another position, he was succeeded by George R. Loyall, who served as president until October 16, 1933.

Mr. Windholz has been, for a long period of time, Chairman of the Board of Directors of the Baltimore Steam Packet Company, an important steamer line operating between Norfolk and Baltimore, Md. He has been a co-receiver since the beginning of the receiver-

ship of the Norfolk Southern Railroad, namely, July 28, 1932. He is a man of most pleasing personality, and a human dynamo of energy. He has had a broad experience in financial, commercial and transportation matters. Incidentally, he also is President of the Cavalier Hotel Corporation.

The receivers are rich in experience to deal effectively with the contingencies facing the Norfolk Southern Railroad, and with their vision to look ahead and the courage to press on, the rehabilitation of the Norfolk Southern Railroad properties is a sure destiny.

Most of the mileage of the Norfolk Southern Railroad is in the State of North Carolina and the railroad, while deeply interested in every locality in Virginia and North Carolina served by it, recognizes that it is largely through the people living in such communities, in Virginia or North Carolina, that must in the end become the chief dispensers of good will and support of the railroad to meet successfully the public demands.

The present officers of the Norfolk Southern Railroad are: Morris S. Hawkins, Louis H. Windholz, Receivers; Charles P. Dugan, Transportation Assistant to Receivers; Colonel Wm. B. Rodman, General Counsel for Receivers; Claude M. Bain, Assistant General Counsel; J. C. Nelms, Jr., Chief Accounting Officer; Frank George, Treasurer; J. F. Dalton, Chief Traffic Officer; G. S. Ware, General Freight Agent; F. L. Nicholson, Chief Engineer; L. A. Beck, Chief Mechanical and Purchasing Officer; L. P. Kennedy, General Superintendent, Steam Lines; and L. B. Wickersham, General Superintendent, Electric Lines.

From the foregoing it can be readily seen that the Norfolk Southern Railroad has been and is a large factor in the development of Norfolk and contiguous territory.

The greatest stretch of beach at Virginia Seashore lies a few miles almost due east of Norfolk and extends from Willoughby, through Ocean View, Lynnhaven and Ocean Park on Chesapeake Bay to Cape Henry and Virginia Beach on the Atlantic Ocean. This 25 miles of alluring white sand beach is full of fascinating places for glorious days of care-free rest and recreation and offers invigorating sports from dawn to dark. The Norfolk Southern Railroad renders excellent service to this area, through its rail facilities and also through its subsidiary, The Norfolk Southern Bus Corporation.

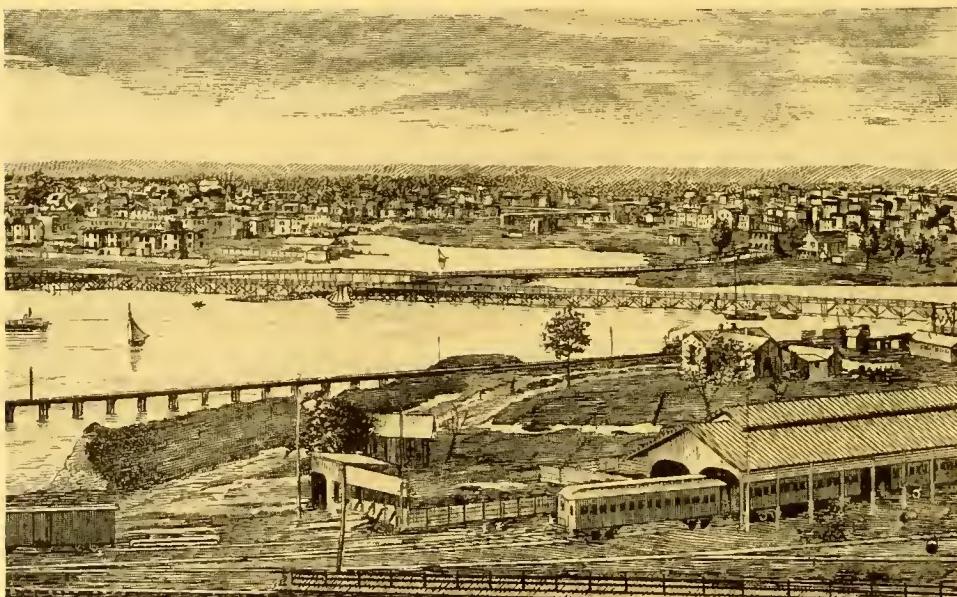
NORFOLK AND WESTERN RAILWAY COMPANY

On September 1, 1858, the first successful railroad to enter the city was completed from Petersburg to this point. It was the Norfolk & Petersburg Railroad, one of the first and most important units of the Norfolk and Western Railway, and the first to bring traffic to the Port.

Another event of tremendous importance in the growth of the city and port occurred 25 years later. On March 17, 1883, the first carload of coal hauled over the N. & W. and the first to enter Norfolk arrived here amid great celebration. This was the beginning of the coal traffic into Norfolk, which is today the world's greatest coal port.

In 1884 the Norfolk and Western built its first coal pier at Lambert Point, and in 1892, constructed two warehouses at Water Street, the railway's first Tidewater merchandise terminal.

From the little railroad of 78 years ago has grown one of the major trunk lines of the country, employing thousands of persons and operating approximately 5,000 miles of track in six States. The first crude piers have grown into railway Tidewater facilities unexcelled on the Atlantic Coast.



Old car houses of Norfolk and Western Railway Company in 1888. Union Station, Ruffner Junior High School and Jackson Park now located on site. Bridge was old Holt Street Bridge; trestle was that of railway to Virginia Beach.

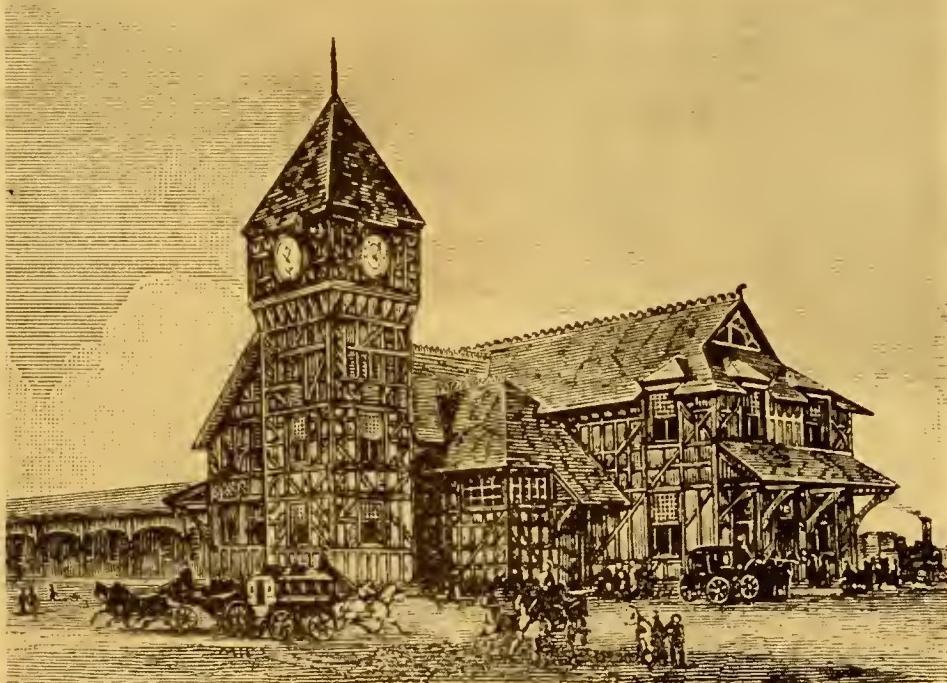
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THROUGH THE YEARS IN NORFOLK



That the Norfolk and Western has confidence in the continued growth and development of Norfolk, is demonstrated by the fact that since 1925 alone, the railroad has spent approximately \$10,-000,000 for additions and betterments to its Tidewater facilities, including the construction of a new \$1,600,000 low-level lake type coal pier, recently put into operation; extension of merchandise piers, the construction of pier warehouses, and the purchase of the Norfolk municipal piers and grain elevator.

The Norfolk and Western's Tidewater coal terminals at Lambert Point include three giant electrically-operated steel piers with a coal handling capacity of 100,000 tons per 24-hour day. The new low-level lake type pier, described as the "most modern and efficient in existence," and designed especially to eliminate the breakage of coal in transfer from car to ship, is capable of handling forty 120-ton cars or fifty 70-ton cars an hour, is 1,000 feet long, and can accommodate the largest ships taking coal on the Atlantic Coast. A unique feature of the pier, and the only one of its kind on the Atlantic Seaboard, is an electrically-operated bunkering barge, which delivers fuel coal to the vessel while it takes on cargo coal without either operation interfering with the other, thus saving ships approxi-



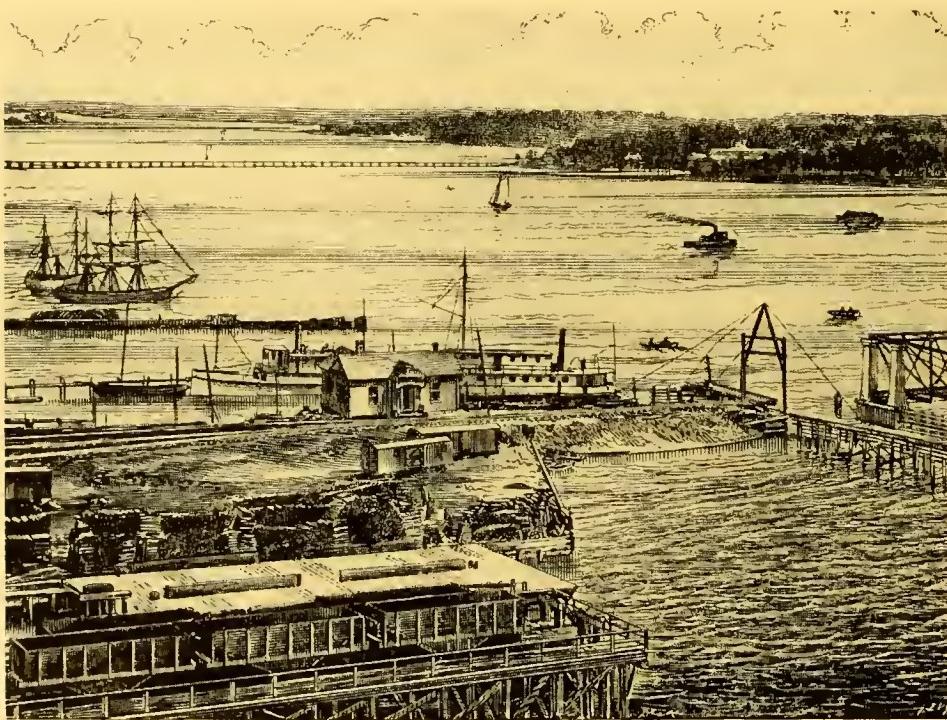
Old Passenger and Freight Station of Norfolk and Western, at East Main Street, in 1880.

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mately one-fourth of the usual coaling time. These modern piers are served by yards which have a storage capacity of more than 5,000 cars.

The principal merchandise terminals of the Norfolk and Western for export, import, intercoastal and coastwise traffic, located at Lambert Point and Sewall Point, include five steel and concrete piers, which can accommodate 23 vessels and three grain carriers loading or discharging at the same time. The piers have a total covered floor space of 1,310,648 square feet, track space for 430 railroad cars, and adjoining yards with a capacity of more than 2,100 cars. All merchandise is handled under continuous shelter with up-to-date freight handling devices, such as a fleet of gas and electric tractors, portable cranes, escalators, piling machinery and trucks.

While the Norfolk and Western has built great port terminals and developed an unexcelled freight service, it has forged steadily ahead in a consistent program of improving its passenger service and equipment. Within the past 18 months the railroad has expended more than \$1,500,000 for the complete air-conditioning of



Eastern Branch of Elizabeth River in 1883, showing Norfolk's first coal pier. The first car of coal was received and dumped at this pier on March 17, 1883.



NORFOLK AND WESTERN GRAIN ELEVATOR

The elevator, which was purchased several years ago from the City of Norfolk by the railroad to handle its rapidly increasing rail and water traffic into the Port of Norfolk, has a storage capacity of 750,000 bushels of grain. A car can be unloaded in twenty minutes, while 135,000 bushels can be delivered from bins to vessels in seventy minutes. Three ships can be loaded simultaneously. All grain handling equipment is of the latest design, and the facility is built of concrete throughout.

its crack passenger trains, "The Pocahontas" and "The Cavalier" which serve Norfolk, and for air-conditioned cars for most branch lines. In addition, the railroad has speeded up schedules, increased safety and provided the newest comforts and conveniences in rail travel.

As a citizen and industry, the Norfolk and Western makes substantial contributions to the progress of the Norfolk area and the Port of Norfolk. For example, during the past year the N. & W. paid taxes of \$153,138.24 to Norfolk and Norfolk County. Incidentally, the N. & W. is Norfolk's largest taxpayer. The railroad pays to its Norfolk employees more than \$1,500,000 in wages and salaries. And it is one of Norfolk's largest customers, spending thousands of dollars each year with local merchants and manufacturers.



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THROUGH THE YEARS IN NORFOLK



The Norfolk and Western is one of the biggest advertisers in the Norfolk community. Each year it distributes throughout the United States and foreign countries thousands of pieces of advertising and publicity literature which tell the story of Norfolk's great port and industries, her magnificent all-year-round beach resorts, climatic advantages, historic shrines, and the many other attractions which this community offers.

Regarded as one of the most progressive and efficiently operated railroads in the country, the N. & W. has expended more than \$66,000,000 since 1930 for additions and betterments to its transportation plant, and for refinements in its services. One of the few railroads of the nation which has increased its mileage by construction within recent years, the N. & W. since 1928 has built three new branch lines into virgin mountain territory of Virginia and West Virginia to tap some of the richest coal deposits in the two States. Construction of these branches was made at an outlay of approximately \$16,000,000. One of the most important of the new lines is the Buchanan Branch Extension, a 42-mile road recently completed and placed into operation in Buchanan County, Va.



Unloading a cargo of Cuban Bananas at Norfolk and Western Water Street Terminal.

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THROUGH THE YEARS IN NORFOLK



MERCHANDISE TERMINALS

The giant merchandise terminals of the Norfolk and Western Railway at Lambert Point (Norfolk), Va. These are the chief terminals for handling the railroad's export, import, inter-coastal and coastwise tidewater traffic. The piers have a total covered floor space of 1,086,000 square feet. In addition, there are ten acres of ground storage space for bulky commodities. Pier tracks will accommodate 230 cars, and adjoining yards provide a capacity of 2,100 cars. Sixteen ocean-going vessels can berth at the terminals simultaneously. All merchandise is handled under continuous shelter with up-to-date freight handling devices, including a fleet of gas and electric tractors, portable cranes, escalators, piling machinery and trucks.

Other improvements made by the railroad include expansion of terminals, the laying of thousands of tons of new 131-pound steel rail, and the building of thousands of locomotives, cars and other units of equipment.

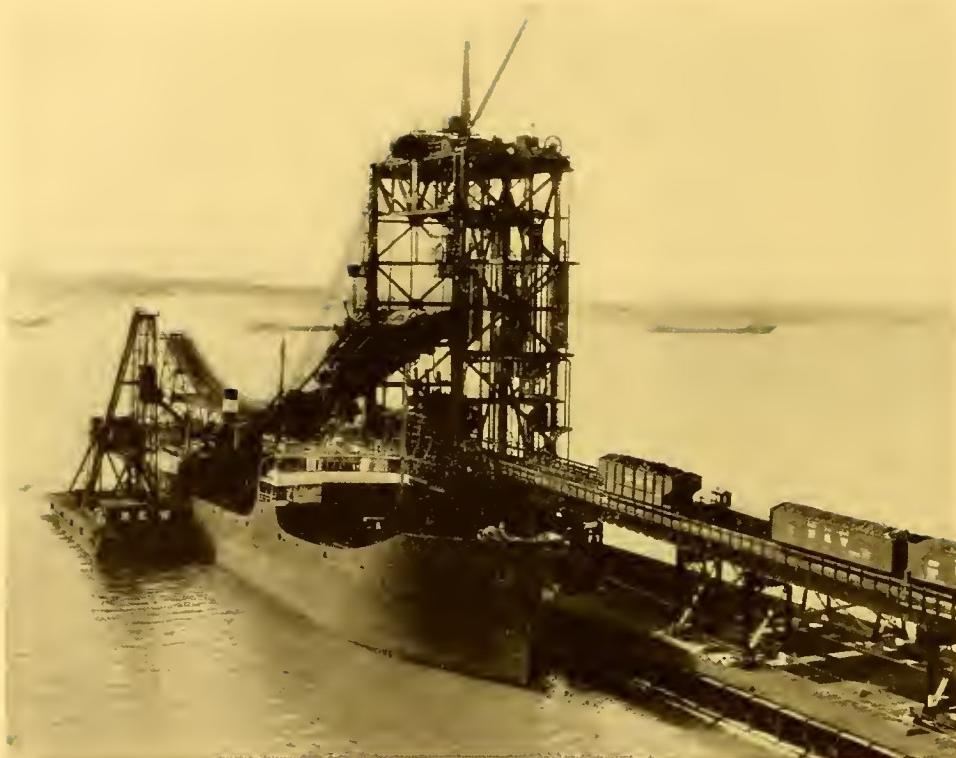
One of the first railroads in the country to electrify, the N. & W. greatly increased its operating efficiency by electrifying 210 miles of track over the Alleghany Mountains in West Virginia. This project was made at a cost of \$8,940,000. An automatic signal system safeguards and expedites train movements. The N. & W. was one of the first railroads to completely discard wooden passenger coaches and now operates all-steel equipment, not only on the main line, but on all branch lines. Its safety record has always been high and in 1926 the railway was awarded the E. H. Harriman Memorial Gold Medal for making the greatest progress in safety and accident prevention than any railroad in the United States.

The Norfolk and Western had its beginning in Virginia nearly one hundred years ago (1837) with the construction of a line about ten miles long between Petersburg and City Point. It was called the City Point Railroad. The South Side Railroad (which purchased the City Point), 123 miles long, and running between Petersburg and Lynchburg, was constructed between 1849 and 1854. The Virginia & Tennessee Railroad, extending from Lynchburg to



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THROUGH THE YEARS IN NORFOLK



NEW NORFOLK AND WESTERN LOW LEVEL LAKE TYPE COAL PIER

This new Norfolk and Western Railway low level lake type coal pier was placed in operation during 1936, and was built at a cost of \$1,600,000. Described as "the most efficient coal pier in existence," the steel robot is so efficient, swift and flexible that it can transfer 4,000,000 pounds of coal an hour from car to ship so gently that breakage is practically eliminated. A unique feature of the new facility is an electrically-operated bunkering barge (seen at left) which delivers fuel to the vessel while it takes on cargo coal, thus saving ships approximately one-fourth of the usual coaling time. The pier is 1,000 feet long and can accommodate the largest ships taking coal on the Atlantic Coast.

Bristol, Va.-Tenn., 204 miles, was constructed between 1849 and 1856. The Norfolk & Petersburg Railroad, eighty miles long, and connecting these two points, was built between 1852 and 1858. These three lines operated separately until 1870, when the 479 miles of main line and branches were consolidated as the Atlantic, Mississippi & Ohio Railroad Company.

On February 10, 1881, the A. M. & O. was re-organized as the Norfolk and Western *Railroad* Company. In September, 1896, the company was again re-organized, this time as the Norfolk and Western *Railway* Company. By construction and acquisition, the lines were later extended to Columbus and Cincinnati, Ohio, western terminals. Today, the main line of the railroad runs from Norfolk

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Air View of section of downtown Norfolk of 1936—World Port; Thriving Metropolis; Industrial Center; Capital of one of America's great Resort Areas; Headquarters for visitors to Historic Shrines in Tidewater Virginia.

and Lambert Point, the eastern terminus, through rich agricultural, livestock and mineral sections of Virginia, through the great bituminous coal fields of West Virginia (with a branch into southeastern Kentucky), and extends beyond into Columbus and Cincinnati. Other lines operate from Roanoke to Hagerstown, Md., through the beautiful Shenandoah Valley; from Roanoke to Winston-Salem, N. C., and from Roanoke to Durham, N. C.; from East Radford to Bristol, Va., and from Bluefield, W. Va., through the Clinch Valley to Norton, Va.

With the expenditure of large sums for modern and adequately equipped Tidewater facilities and terminals, the Norfolk and Western has long followed a policy of expanding its facilities, apace with, and in advance of, traffic demands. The railroad, therefore, is ready to handle efficiently and economically any business of the future.



THE OLD "NYP 'N N"

To A. J. Cassatt, a president of the Pennsylvania Railroad and one of that galaxy of railroad builders and administrators of a past generation, goes the credit for realizing the untapped sources of freight in the Eastern Shore and Norfolk area. He built the New York, Philadelphia and Norfolk Railroad, and, as railroad men have a flair for alphabetizing, it was promptly christened the "NYP 'n N".

W. A. Patton, as the new road's president, carried forward the plans of his superior with the accuracy and directness peculiar to those trained from the ties up to the swivel chair. With able superintendents and good personnel, the Pennsylvania's Virginia offspring quickly developed into a sturdy youngster, able to stand on its own feet and before two decades had rolled by became one of the most profitable stretches of road in the entire system. It made railroad history and silenced the criticism of the ultra conservatives in the railroad world.

The year 1936 marks the One Hundredth Anniversary of the Delaware Division, which may be considered a progenitor of the old New York, Philadelphia & Norfolk Division, now the Delmarva Division. In acquiring this last title the division signified its willingness to cooperate with others for the common good. The name was applied collectively to the three counties in Delaware, nine counties on the Eastern Shore of Maryland and the two Virginia counties when they organized in a cooperative movement in 1926, under the aegis of the "Delmarva Eastern Shore Association."

What difficulties confronted the railroad builders of the past century, are seldom remembered by those the roads were built to serve. Details of construction and impediments in financing are problems of engineering skill and banking to which there is always an answer. What the public will think and how it will act, was and still is, a question that the railroads signify by the algebraic symbol "X." A few incidents from the history of the Delaware Division are worth repeating, if only to furnish amusement to a generation which considers itself superior.

By an act of the Legislature of Delaware, June 20, 1836, a Charter was granted the Delaware Railroad but it was the middle of September, 1855, before trains were running between Middletown and Wilmington.





Legislative control over the operation of trains is shown in the law, that "any train of cars should be preceded by a man with a bell during the hours of daylight and by a man with a lantern of sufficient size after sundown, as a warning." It is presumed the man was mounted on horse-back.

How many local ordinances were directed at the whistle of the locomotives, when passing teams, is a matter of conjecture. What unreasonable demands were made by property owners, is a matter of court records, but the road was built.

From a History of the Delaware Division, contained in a prosaic report in the Pennsylvania Railroad files are culled two paragraphs.

"Probably the most interesting piece of line on the Delaware Division is that between New Castle and Rodney (Delaware Junction). The story regarding it starts on the 24th day of January, 1809, when the Legislature of Delaware passed an act creating a corporation with the title 'The President, Managers and Company of the New Castle and Turnpike Company.' After the Delaware Legislature granted its charter, the railroad between New Castle and Frenchtown was commenced, and it was completed and opened for use sometime in 1832. This was the first railroad in Delaware.

"The locomotive which participated in the opening of the road was imported from England and landed in Chester, Pa., where it was put together. This road is said to have been one of the first railroads in the United States to make regular passenger trips with trains drawn by locomotive engine power. On it, before the introduction of steam whistles, danger signals were given by the engineer raising the steam valve and allowing the steam to escape with a sudden loud hissing noise."

Prior to building the railroad, the two Counties of Accomack and Northampton, due to their geographic isolation, had meagre communication with the outside world.

The nearest railroad point north to the people of Accomack and Northampton Counties, Virginia, prior to building the New York, Philadelphia and Norfolk Railroad, was at Pocomoke City, Maryland, a few miles north of the Virginia State Line. This was the southern terminus of the Worcester and Somerset Railroad, or the Newtown Branch. In 1880 the Worcester and Somerset Railroad was re-organized and named the Peninsula Railroad Company of Maryland, and was consolidated in 1882 with the Peninsula Rail-





road Company of Virginia to form the New York, Philadelphia and Norfolk Railroad, now the Norfolk Division of the Pennsylvania Railroad. By another merger in 1884, the Eastern Shore Railroad, running from Delmar, Del., to Crisfield, Md., was consolidated with the New York, Philadelphia and Norfolk Railroad, completing the main line between Cape Charles and Delmar, giving the new road connection with the Pennsylvania at Delmar and a short side line, since known as the Crisfield Branch.

Construction of the new part of the New York, Philadelphia and Norfolk Railroad down the narrow Eastern Shore Peninsula, practically midway between the Atlantic Ocean on the East and the Chesapeake Bay on the West, was begun in the early spring of 1884 at a point south of Costen, Md., the Newtown Branch from there to Pocomoke City being abandoned in order to straighten the line extending into Virginia. On October 25, 1884, the line was completed to Cape Charles, the southern land terminus, the site of the present town then being farm land on the Tazewell Estate, reached only by a private road.

Trains began to operate into Cape Charles a few days later.

The modern tourist army, like Napoleon's, travels on its stomach. That means there must be cement, iron work, building materials for service stations. Food supplies for the hostleries and machinery, equipment and the countless new needs of the public, and the railroad gets its share of that freight. It has adopted a station-to-store delivery on the Shore in keeping with new demands and there is an atmosphere of efficiency and alertness that is inspiring to those who understand the important part the railroad must continue to play in the Shore's upbuilding.

Steamers which are the last word in inland water transportation and operated by the Pennsylvania and its related company—the Virginia Ferry Corporation, which recently launched a \$600,000 ferry transport—now carry as many trucks and vehicles in a week as the entire floating equipment of the railroad carried in a month, only ten years ago.

It used to be, New York to Norfolk. Now it is Montreal to Miami, via the Eastern Shore and the Pennsylvania Railroad, or the Virginia Ferry Corporation, and a ride in a palatial steamer across historic Chesapeake Bay and Hampton Roads.

The Pennsylvania Railroad and the Virginia Ferry Corporation offer dependable and convenient ferry service for motorists using the Ocean Highway.



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— THROUGH THE YEARS IN NORFOLK

THE SEABOARD AIR LINE RAILWAY
ORGANIZED IN 1832

When in 1832, that little group headed by Dr. William Collins, of Portsmouth, secured the charter to construct and operate the Portsmouth and Roanoke Railroad Company, a distance of 79 miles between the towns of Portsmouth, Va., and Weldon, N. C., how little did they realize they were laying the groundwork for one of America's great railroad systems — the Seaboard Air Line Railway — now operating close to 4,500 miles of railroad.

Construction started on the Portsmouth and Roanoke in 1833. But all was not as simple as that sentence sounds. Hostility appeared early, innumerable difficulties were encountered. As in the case of Robert Fulton and his steamboat, pioneer railroads were considered diabolical contraptions of crack-brain inventors, and just as emphatically an experiment as the steamboat. No one could tell whether they would succeed. Farmers asserted sparks set fire to their hay racks and barns, and the noise frightened their hens and they would not lay, and their cows they would not give milk.

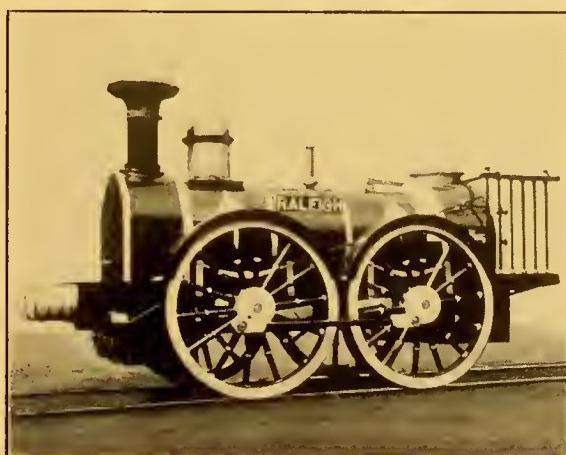
But the pioneer spirit persevered, the little road completed construction in 1836.

ENGINE IMPORTED FROM ENGLAND

A 10-ton engine, the "Raleigh," was imported from England, placed in service, and proudly chugged its way between Portsmouth and Weldon under the guidance of an engineer whose "smokestack" hat was nearly as tall as the stack of the "Raleigh."

THE RALEIGH AND GASTON

A year prior to the completion of the Portsmouth and Roanoke, the Raleigh and Gaston Railroad Company was chartered in North Carolina to construct and operate a railroad from Raleigh, N. C., to Gaston, N. C., now known as Thelma, N. C. As in the case of the Portsmouth and Roanoke, difficulties were encountered in locating and constructing the line. The plans called for the line to go through Warrenton, N. C., but when the engineers tried to lo-

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cate the line they received a reception they had not anticipated. Plantation owners were awaiting them with turkey rifles loaded and aimed. "No railroad's coming through here to kill and scare our pickaninnies to death." Pickaninnies were worth \$450 a piece. Plantation owners could not be dissuaded. The railroad changed its course.

In 1840 the full 85 miles were in operation between Gaston and Raleigh.

THE GOOD OLD DAYS

An old balance sheet shows that from the time the various sections went into operation until November 1, 1840, gross receipts were \$113,867.53, and the amount of "properly incurred expenses in transportation" \$44,638.60.

These figures as they stand do not portray the true story at the present time. To better understand their relation to today's monetary values, let us examine a ledger sheet of the old hotel at Gaston. These papers, brittle, fragile, and yellowed with age, were recently discovered in the Seaboard's Thelma, N. C., station and contain the following entries:

Years marched on. The Seaboard's predecessors speedily demonstrated their practical value. The hostilities with which they had first been met changed to enthusiasm which was just as unreasonable.

In 1846 the Portsmouth and Roanoke Company's name was changed to the Seaboard and Roanoke Railroad Company, and in 1852, under power of a revised charter, the Raleigh and Gaston extended a line northward from Gaston to Weldon, where it formed a connection with the Seaboard and Roanoke and also with "the great line of North and South travel."



Great trouble in securing labor had been experienced from the start. Slaves would be hired and after training the owners would demand increased pay, to which the company was "forced to submit or learn others." Finally, in 1860, to overcome "the hazardous mode of the annual hiring of slave labor" the legislature authorized a sufficient increase in capital "to purchase a number of slaves not exceeding 100." The "Negro Account" then became an integral part of the balance sheet.

THE CALL TO ARMS

Bugles blared. Drums rolled. Improvements stopped. The Raleigh and Gaston was taxed to the limit transporting the "Boys in Grey," and supplies to them, in their valiant effort to uphold the principles of the Old South.

The Confederate government, to reach the coal fields in Chatham county, organized and commenced construction of the Chatham railroad (now a part of the Seaboard). Cities, counties, states and railroads subscribed heavily to the patriotic project.

The next report of the Raleigh and Gaston, in 1866, states "the railroad is not so badly damaged as some other roads, nevertheless it was far from being in good condition at the close of the war."

And in the same report of the president, "the sudden rise, from a prostration so low, indicates the energy and purpose with which the Southern people have entered upon their new situation; and at no distant day, such efforts will increase our prosperity beyond the calculations of the most sanguine. A new era has commenced and the industrial pursuits are already showing signs of life and prosperity, and the same is applicable to the railroads. Economy in time, labor, and distance will be the great means by which they will become useful to the country, and profitable to their owners."

True to that prediction industry progressed. The New South was born.

LITTLE KNOWN INDUSTRIES OF SECTION

Old Seaboard files show that in 1873 paper mills, which are now extinct, and which undoubtedly used rags, thrived at Wake Forest, N. C., and at Neuse, N. C., and that in 1874 pig iron was shipped from Lockville, N. C., (now Moncure, N. C.) to Wilmington, Del. A plant has been built at Lockville for the manufacture of car wheels from the ore deposits of the vicinity of Ore Hill, N. C., and using coal from the present Cumnock coal fields.

At this time also the first "Winter Hotel" for tourists was opened in the Carolinas. It was located at Kittrell, N. C., and enjoyed a full

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house every season. Visitors indulged in horseback riding, fox hunting, quail shooting, and kindred sports.

The second great stage of railroad activity made its debut. Reconstruction programs, articulation of routes, important mechanical changes, along with the standardization of gauge came into being. No longer had box cars a maximum capacity of 16,000 pounds with each railroad having its own system of locks—the keys of which had to be forwarded to connecting lines.

Shortly after the war, competition between eastern roads for the reduced traffic approached the cut-throat stage. Rumors of combines and rebates were rife. In 1868, announcement was made that the Seaboard and Roanoke and the Bay Line of steamers had come under the same management.

To strengthen its position the Raleigh and Gaston turned to earnest prosecution of completion of the Chatham railroad which had been begun in 1861 by the Confederate Government but which had not been completed. This extension, from Raleigh to North Side Haw River, N. C., was to provide an outlet to the South Carolina border and beyond. The line south of Haw River through Sanford to Hamlet, N. C., was later completed by the Raleigh and Augusta railroad—successor to the Chatham.

Although the name Seaboard Air Line had been in somewhat general use prior to the War Between the States, first mention of it in old records is made in 1871 when the Seaboard and Roanoke had gained control of the Raleigh and Gaston through the "Seaboard Air Line Agency."

Through the panic of 1873 and the subsequent depression hard years were the lot of the Seaboard but through careful management all storms were weathered. In 1878 an association known as the "Seaboard Air Line Terminal Fund" was organized to promote closer financial cooperation of the Baltimore Steam Packet Company, Old Dominion Steamship Company, the Seaboard and Roanoke, the Raleigh and Gaston, the Raleigh and Augusta, and the Carolina Central Railway Company.

The Carolina Central was originally chartered as the Wilmington and Charlotte Railroad Company in 1855, which name in turn was changed to the Wilmington, Charlotte and Rutherford Railroad Company. Construction was completed and operation began in 1861 between Navassa, N. C., (just outside of Wilmington) through Hamlet, N. C., to Rockingham, N. C., and from Charlotte, N. C., to Lincolnton, N. C. A line was later added from Rockingham, N. C., to

Pee Dee, N. C. When acquired by the Carolina Central, lines were constructed or reconstructed from Wilmington, N. C., to Hilton, N. C., from Pee Dee to Charlotte; and from Lincolnton to Shelby, N. C. Thus the full line from Wilmington to Shelby was completed and connected with the North and South lines at Hamlet. In 1880, the line was extended west to Rutherfordton.

Constituent roads of the Seaboard aided in the construction of several feeders to the line, the most important of which was the Durham and Northern, built in 1887-89 from Henderson to Durham, a distance of 41.4 miles.

All during this period rivalry was exceptionally keen. Once more the Seaboard drove southward—this time to Atlanta—even in those days the railroad center of the South Atlantic slope. Construction to Atlanta was completed in 1892.

In 1893 great economies in operation were the chief features of a plan for the formation of a system consisting of the Seaboard and Roanoke and roads leased, operated and controlled by it, the Raleigh and Gaston, the Raleigh and Augusta Air Line Railroad, the Carolina Central Railroad and the Durham and Northern Railroad, to be known as the Seaboard Air Line System. This new organization only gave definite form to an association that had been in process of formation for 20 years and enabled the Seaboard to weather the panic and consequent depression.

In 1900 the association gave way to the Seaboard Air Line Railway.

The corporate history of the present Seaboard Air Line Railway Company contains names of 106 railroad companies, all of which have played their part in the development of the great South as we know it today.

Cities have vastly increased in population, new towns and districts have been built up, and all over the close to 4,500 miles of Seaboard Air Line Railway Company's lines through Virginia, the Carolinas, Georgia, Alabama and Florida and connecting to the north, east, mid-west, great industrial and agricultural plants have been set up, and old residents can remember the day when it was a common byword that "prosperity follows the Seaboard."

What a contrast could be affected if the Seaboard's present day equipment, gliding swiftly over heavy steel rails were to be placed side by side with that of the days when trains were operated during the daylight hours only.

Contrast the wooden, straight back coaches with the interior of

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present-day Seaboard air-conditioned trains offering the utmost in healthfulness, safety, speed and comfort. Seaboard pioneered air-conditioning in the South to provide its people with the best transportation possible. The Seaboard is now operating four completely air-conditioned, all year service trains—the Southern States Special, the New York-Florida Limited, the Cotton States Special, and the Robert E. Lee. This great fleet is augmented during the winter months by the famous Orange Blossom Special, and the Florida Sunbeam—both completely air-conditioned.

What a picture the 10-ton "Raleigh" would make if placed beside one of Seaboard's latest type freight locomotives—110 feet long, 15 feet high, and, equipped for service, weighing close to 400 tons, capable of operating on faster schedules than ever before.



Even box cars have had their share of improvements. Recently Seaboard purchased 1,100 of the most modern cars of this type. Built all of steel, with special heat-resisting outside aluminum paint, wooden linings throughout, they offer the utmost protection to the loadings. The capacity of these cars is close to 125,000 pounds.

Freight schedules and service are being constantly improved, with rates that in many instances are lower than they have been for years.

THE FUTURE

As in the past, the future of the Seaboard is interwoven with that of the South. It is doing and will do all in its power to further develop the South by giving it the best transportation service possible at the lowest cost and by spending its money whenever possible in the territory it serves.

The Seaboard has faith in the country. It has faith in the South. It has shown that faith by its works. It is serving the present and building for the future. It only asks fair treatment and the support of the people in its efforts for the promotion of mutual interests.

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THE VIRGINIAN RAILWAY

The Virginian Railway has no traditions, no historic background; it can exhibit no "Rockets" or "Tom Thumbs" or other specimens of antique motive power or primitive equipment. Its route does not follow the survey of any notable or Revolutionary times made for an entirely different purpose, nor is its line associated with the meandering trail of Daniel Boone. Coming down to later times—it was not formed by the consolidation, the amalgamation, of a number of short lines which within themselves started nowhere and went no place, but which by building a connection here and a short piece of track there formed a railroad, devious in its thru route but which finally reached its objective. It was conceived, planned and constructed in its entirety, certainly its main line, as a complete transportation machine. It is the newest railroad of its size and importance in the United States, the very latest model.

About the turn of the century there was ushered in the much discussed machine age, an age when genius and capital were being diverted to the advancement of the principle that the lowering of the cost of goods and services would increase the consumption of both, and thereby raise the general plane of life of civilized man. The birth and development of The Virginian has been contemporaneous with the birth and growth of that idea.

The late H. H. Rogers dreamed of a railroad over which coal could be transported from a section of the rich, undeveloped fields of southern West Virginia to the Atlantic Seaboard. Coal was to be the principal tonnage of this railroad—coal which is about the lowest per unit revenue producing commodity transported by rail, and a commodity which moves in only one direction. To make that coal marketable in the largest possible consuming area the cost of transporting it must, of necessity, be low, and to make that cost low the transportation machine must, of necessity, be efficient.

The railway follows the shortest route with the lowest grades and lightest curvatures which the nature of the terrain traversed renders possible. Engines of the largest size, cars of the greatest carrying capacity, and rails of the greatest weight were used; shops and other facilities in keeping were constructed.

At Sewells Point there was erected the last word in facilities for transferring coal from railroad car to vessel. The whole transportation plant was so balanced that in order to avoid what, in railroad parlance, is termed "light engine mileage" the same power required to pull a loaded train east would take the same number





of empty cars west. According to that plan the plant was built and when the power was turned on every cog meshed and every gadget clicked. Since then improvements have kept pace with the times and with the demands; heavier rail has supplanted that originally laid, heavier power has been added, bigger cars; approximately one hundred and forty-five miles have been electrified; facilities at Sewells Point have been augmented by a second pier—still the last word in facilities of its kind, and yet the route, the basic plan of this complete efficient transportation machine, has remained constant and Hampton Roads has developed into the largest coal port of the world.

When the idea was conceived to create the Virginian Railway communities were growing in the territory served by this railway, towns were springing up, cities increased in size and importance and in the sphere of their business influence. The fame of Norfolk as a port was becoming world-wide. West Virginia coal produced on The Virginian, a market for which had heretofore been confined almost exclusively in the East, began to find a rapidly increasing demand in the larger centers of the Middle West.

This railway, however, found itself in a position where, in order to become a greater factor and more of a participant in this general development, it must have outlets to the West. Shippers demanded rapid service. To accord this service it was necessary to develop thru routes—as many of them as could be made available. Connections had already been made with the Norfolk & Western and with the Chesapeake & Ohio and by a bridge across the Kanawha River at Deepwater, completed some four years ago, a connection with the New York Central was made.

In effect The Virginian and its connections now form another East and West trunk line into Norfolk, over which fast service in the transportation of miscellaneous freight, between the Port of Norfolk and the Central West, is afforded. Coal continues as king of commodities handled, but the box car freight is rapidly taking a place of eminence in Virginian Railway trains.

That a site on the Norfolk side of the Elizabeth River might be selected as a terminus for this railway instead of a site on the western shore of the James River, the City Fathers of Norfolk, exercising almost infinitely good judgment, voted a subsidy of \$90,000.00. The city collects in taxes each year about seventy-five per cent. of the amount of that subsidy.

The principal officers of the Virginian Railway Company are: Adrian H. Larkin, Chairman of the Board, New York; C. Buck-

holtz, President; W. R. Coe, Vice-President, New York; W. H. T. Loyall, Vice-President; Ivins A. Browne, Secretary-Treasurer, New York; A. M. Traugott, Chief Engineer; S. M. Adsit, Traffic Manager; M. B. Goldblatt, Comptroller; C. E. Sears, Auditor; M. A. Hartigan, Jr., General Claim Agent; W. D. Baker, and L. A. Markham, Assistants to President; H. C. Mitchell, Assistant Traffic Manager; A. F. Schafhirt, General Freight Agent; J. S. Branch, General Freight Agent (Solicitation); J. F. Smith, Assistant General Freight Agent; E. D. Hanes, Supervisor of Coal Traffic; C. E. Reynolds, Car Accountant; L. W. Woody, Assistant General Passenger Agent; E. W. Barnes, Commercial Agent; A. E. Suter, Traveling Freight Agent; N. F. Cuthriell, Traveling Coal Agent.

THE SOUTHERN RAILWAY

The Southern Railway is one of the eight great trunk line railways serving the Norfolk-Portsmouth area. It came to Norfolk in January, 1896, through trackage rights over the Atlantic Coast Line Railroad, Selina, N. C., and by acquisition of the Atlantic and Danville Railroad. Such additional trunk line service was given to the community through the foresight and vision of Samuel Spencer, then president of the company, and Colonel A. B. Andrews, first vice-president.

The Southern Railway now gives employment to over six hundred men and women at the Norfolk terminal, and through its elaborate system of merchandise package cars throughout the South, it supplies the Port of Norfolk with high class freight tonnage of vital importance to the more than fifty overseas and coastal steamer lines serving the port. The tonnage of this freight—exceptionally high class—will exceed half a million tons yearly. This is a very necessary part of the port business as it insures cargo for bottoms of regularly established steamship lines.

This company has an annual payroll at Norfolk of approximately \$1,000,000. This is a distinct contribution to the development of the Norfolk-Portsmouth area by reason of what such an amount of money means to the community's annual business volume.

The principal officers at Norfolk are: C. L. Candler, Executive General Agent; John M. Woodruff, Assistant Freight Traffic Manager; W. H. Spence, Chief Clerk, and J. W. Calvert, District Passenger Agent.



NORFOLK'S HISTORIC MACE

Reproduced from a history of the mace written by Robert P. Bearman,
President of the National Bank of Commerce.



Ancient silver mace of the borough of Norfolk. The mace reposes today in a glass case in the vaults of the National Bank of Commerce of Norfolk.

From time immemorial there have been maces, but nowhere is there another like the mace of Norfolk. For the Norfolk mace differs from all its predecessors throughout centuries of history in that, although it was the badge of royal authority in the ancient borough of Norfolk, it was accepted equally as a symbol of regard and affection, and therefore a token of peace and good will. So far as a thorough investigation has disclosed, Norfolk is the only city in the United States which possesses a silver mace which has come down from the stirring days of the colonies.

It appears that the only other mace in existence in this country is that of the State of South Carolina, which reposes in the State House at Columbia, S. C.

In medieval times, maces were made of iron, steel, and other heavy metals capable of crushing through the strongest armor. Therefore, prior to the fifteenth and sixteenth centuries, the mace was distinctly a weapon of war, used largely by military leaders, and thus in time came to be regarded as a symbol of authority.

The earliest ceremonial maces were intended to protect the person of the king and were carried by sergeants-at-arms, a royal body-guard established by Philip II, of France. Gradually the ceremonial use of maces became more and more extensive, and with that development came the tendency to make them highly decorative. Precious metals and stones often were used for that purpose. Many civic maces were in use by the fifteenth century and in the sixteenth the custom became widespread.





Always the mace was a symbol of authority, often regal, but in any event supreme. Styles changed with time. Warlike blades and knobs slowly developed into peaceful ornaments. The enrichment process proceeded through the years. Engravings and embellishments with heraldic devices were introduced until maces became works of art instead of instruments of offense.

There are many famous maces still in existence which were made in the days of the Restoration in England, notably those of the Houses of Commons and of Lords, and of the city of London. There are eight maces, once used by British kings and queens, in the jewel house of the Tower of London, and the maces of the eighteenth century followed this type with some modifications.

Thus the mace of Norfolk, bearing the date 1753 and apparently made by the famous Fuller White, of London, is somewhat similar in general form to that used in the British House of Commons, the symbol of the authority of the speaker, made in 1649.

GIVEN 1753—ACCEPTED 1754

Although the mace of Norfolk bears the inscription around the base of the bowl, "The Gift of the Hon^{ble} Robert Dinwiddie Esq.^r Lieu^t Governor of Virginia to the Corporation of Norfolk, 1753," it was not until April 1, 1754, that the Common Council formally accepted the token.

Regardless of the date of the receipt or acceptance of the mace, it is quite obvious that the date engraved upon the mace itself is sufficient authority for the statement that it was given by Lieutenant Governor Dinwiddie in 1753 and was completed by the silversmith in that year—thus determining its date of origin for historical purposes. Quite probably Governor Dinwiddie sent to England in 1753, or perhaps earlier, ordering the mace to be made. Transportation and mails to England required months in those days, for sailing vessels were slow. And it may have been that correspondence was conducted as to the details of design.

All of this took time, but it seems unquestionable that the mace was made in the latter part of 1753 and dispatched to Virginia. For some reason—perhaps delay in transit, unfavorable weather, or slowness in official procedure—it was April 1, 1754, ere the Common Council acted upon the acceptance officially.

In this connection the following excerpt from the old minute book of the Common Council of the borough of Norfolk is interesting:

At a Common Council held this 1st day of April, 1754, the Honourable Robert Dinwiddie, Esq., his Majesty's Lieutenant Governor and Commander in Chief, this day presented to the Borough of Norfolk a very handsome silver mace, which was thankfully received.

Resolved—That the humble thanks of this Borough be made to the Honourable Robert Dinwiddie, Esq., his Majesty's Lieutenant Governor and Commander in Chief of this Dominion, for his valuable present, assuring his Honor that the same was received as a Token of his great Regard and Affection for the said Borough.

Ordered.

That a Committee be appointed to return the thanks of this Hall to the Governor upon the said Resolution and that it be referred to Josiah Smith, Robert Tucker, Christopher Perkins, Archibald Campbell, Alexander Rose, and Richard Scott, Gent., to draw up the same.

Lieut. Governor Dinwiddie, the representative of the crown and commander in chief of the dominion, arrived in Virginia November 20, 1751, and his wife, Rebecca, and their two daughters, Elizabeth and Rebecca, twenty-four years prior to the outbreak of the War for Independence. The governor and his family remained here for seven years before being relieved at his own request. Governor Dinwiddie's correspondence shows a deep interest in the colonists and a great degree of distress at their suffering at the hands of the French and Indians. Certain it is that the foregoing minutes of the Common Council show that the colonists regarded his gift as evidence of peace and good will.

Although the feeling of the colonists regarding all royal insignia ran high at the time of the Revolution, the mace was still reverenced. When Norfolk was burned by Lord Dunmore, the mace and public documents were taken to Kempe's Landing, now known as Kempsville, and kept there until danger had passed.

SOME PUBLIC APPEARANCES

In its earlier years, the mace was carried ahead of the mayor in processions and upon entering court. However, during the past century its public appearances have been few. On September 15, 1836, when the 100th anniversary of the granting of the charter to the borough of Norfolk was celebrated, it is recorded in the news of the day that "the beautiful and bright, though ancient Silver Mace" was carried in the procession by W. W. Lamb, at that time deputy sergeant of the city. The flag was carried by the venerable Thomas Newton, Recorder, and the original charter, with its ancient signet, was carried by John Williams, clerk of the court.

On May 13, 1857, when the 250th anniversary of the landing at Jamestown was observed, the mace was taken to Jamestown Island



and delivered on the platform. On this occasion Governor Wise and former President John Tyler were speakers.

In May, 1862, when Norfolk was evacuated by the Confederates, Mayor Lamb became alarmed over the safety of the mace. He removed the hearth in a room in his home on West Bute Street and carefully hid the mace underneath.

In 1907, when the Jamestown Exposition was held, the mace was placed on exhibition.

On the first Armistice Day after the World War it was carried at the head of a triumphal procession, and again it was carried in the parade of the Veterans of Foreign Wars at their national convention in Norfolk in 1921.

On August 16, 1932, the mace once again appeared in procession, when the 250th anniversary of the founding of Norfolk was commemorated.

The mace is made of pure silver and weighs approximately 104 ounces (six and a half pounds avoirdupois). There are nine sections which are screwed together to form the complete mace, forty-one inches long. The head is in three sections and the staff is in six, bearing the letters, "F. W.," the initials of the maker, and also the prescribed hall mark, a lion rampant, showing the standard fineness of the silver.

averages two and a half inches in diameter. It is elaborately ornamented with leaves and scrolls.

The bowl, or head, of the mace is cylindrical, seven inches in length and five and a quarter inches in diameter. The top is slightly rounded, and on it, under the open work of the crown, are the Royal Arms of Great Britain in the reign of George II, the letters G and R, the usual mottoes, being between the lion and the unicorn.

Around the largest part of the bowl are the emblems of England and Scotland, France, and Ireland, each of these being in a separate panel, while in the fourth are the combined quarterings of Great Britain. Ornamentations consist of the rose of England and the thistle of Scotland growing on the same stem, the fleur-de-lis of France, and the harp of Ireland. There is also a crown in each compartment over the emblems.

The bowl is surmounted by an open crown, eight inches across, which is formed by four bands united at the top to support a globe, which in turn supports a standing cross. In a gracefully curving line around the base of the cylinder is the inscription in Roman letters: "The Gift of the Hon.ble Robert Dinwiddie Esq.^r Lieu.^t Goverour of Virginia to the Corporation of Norfolk, 1753."

On May 12, 1925, the third grade pupils of the Henry Clay School presented to the city of Norfolk a specially designed bag to protect the mace. The material was purchased with funds provided by the pupils, who also made the bag and the presentation to then Mayor S. Heth Tyler.

Owing to the fine old custom of the retiring mayor presenting the incoming mayor with the mace of the city, it is quite probable that many of the earlier years of its existence were spent in the custody of the mayor, when it probably reposed in his strong box. A momentary revival of the custom occurred in the twilight of a summer evening in 1901 when a former mayor, Colonel William Lamb, presented the mace to the newly elected mayor, Nathaniel Beaman, and said, "This is an old custom, revived."

It seems a pity that the increasing years have necessitated the discontinuance of this graceful old custom of bygone days. However, this is as it should be, since the mace, of fine soft silver, will survive the centuries only if left untouched except upon those very rare occasions such as have occurred during the past hundred years.

It is not clear just where the mace reposed until shortly before or during the early part of the Civil War, when it appears to have been in custody of the old Exchange Bank for a short time. During another brief period, some time after the Civil War, it would seem that the mace was in custody of the Exchange National Bank.

However, on July 12, 1894, C. J. Iredell was elected chief of police for a two-year term. It was during this time that Chief of Police Iredell discovered the mace, in a state of disrepair, lying in a heap of litter and old records in a room at the police station. At the request of city officials, the officers of the Norfolk National Bank (now a part of the National Bank of Commerce), realizing the value of the mace to future generations, not only accepted its custodianship but undertook the expenditure necessary to recondition and preserve it. Since that time, for more than forty years, this bank has carefully guarded this priceless possession of the community.

That the mace had been forgotten by most of the community is indicated not only by the fact that its whereabouts was apparently generally unknown until it was found and handed to the bank for safekeeping in 1894, but also by reason of the fact that the value of the mace was not realized after the War between the States until a representation of the mace had been used for a number of years as an emblem by the bank. Even then, it was not until the Jamestown Exposition in 1907 that the significance of the mace again had been

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THROUGH THE YEARS IN NORFOLK



come publicly recognized. (Its last previous public appearance of record seems to have been in 1857.)

The mace has seen Norfolk grow from a trading village to a city of world commerce. It has passed without harm through fire and battle and plundering. It survived the burning of Norfolk. It escaped when all precious metal was melted for its value. It has become the symbol of endurance and permanence.

Today, the mace, in its old age, has an honored and safely sheltered place in a plate glass case recently prepared for it in the vaults of the National Bank of Commerce. There, for the first time in the more than 180 years of its history, it remains in perfect safety while, at the same time, its dignity and beauty can be enjoyed by all who may be interested.

The bank takes great pride in the part it has played in the history of the mace and its preservation.



Parade of U. S. Sailors and Marines upon return of world-girdling fleet. The fleet left Norfolk December 16, 1907 and returned February 22, 1909.

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P O R T S M O U T H

NORFOLK'S NEIGHBOR ACROSS THE RIVER

Portsmouth, situated on the south shore of the Elizabeth River, is connected with Norfolk by a modern passenger and vehicle ferry system and bridges. The population of Portsmouth at the present time is about 50,000.

Situated on the same harbor and being served by the same excellent system of rail and water transportation lines, Portsmouth is really a part of the same community with Norfolk, except it has its own separate municipal government, which like Norfolk's is the manager-council form.

Portsmouth was established by William Crawford or Craford, in 1752, on a tract of 122 town lots. At the time of the siege of Norfolk by Lord Dunmore during the American Revolution, Portsmouth also was invaded, but escaped serious devastation. During the War Between the States, however, the Norfolk Navy Yard at Portsmouth was captured and partly destroyed and the town of Portsmouth also suffered severely.

The Norfolk Navy Yard occupies a considerable portion of Portsmouth's southeastern waterfront along the southern branch of the Elizabeth River. Portsmouth has a number of large manufacturing plants, including a cotton oil refinery plant that is one of the finest of its sort in the country, a number of fertilizer manufacturing plants, a coffee importing and roasting plant.

Portsmouth is the home of the U. S. Marine Barracks, maintained in connection with other naval activities and the home of a U. S. Naval Hospital which is one of the finest in the country.

Among the interesting things to see in Portsmouth, in addition to the Navy Yard, Marine Barracks and Naval Hospital are: Trinity Church, at Court and High Streets, built in 1762; the Confederate Monument at Court and High Streets and the old Court House. Portsmouth is the county seat of Norfolk County.

The Norfolk Navy Yard at Portsmouth is the greatest navy yard in the United States. Aside from its interesting history every visitor will be impressed with the vast amount of work always going forward.



Old and new Lighthouses at Cape Henry.

CAPE HENRY

WHERE THE FIRST PERMANENT ENGLISH SETTLERS IN AMERICA FIRST LANDED

Five miles north of Virginia Beach and seventeen miles northeast of Norfolk, is Cape Henry, where the waters of the Atlantic and Chesapeake unite. The Cape is reached by electric railway, motor bus or private automobile. The beautiful Shore Drive connects Cape Henry with Norfolk, Ocean View and Virginia Beach.

Cape Henry is where the first permanent English settlers in America first landed in this country. They landed at Cape Henry on April 26, 1607, before proceeding to Jamestown where they established the first permanent English Settlement in America.

The location of Cape Henry is delightful. The Atlantic stretches away to the east, the Chesapeake to the north and Lynnhaven Roads to the west.

The old Cape Henry lighthouse is an object of great interest. It was the first structure of the kind erected by the United States. Work on it began in 1791 and was completed in 1792. A tablet to the memory of those who first landed at Cape Henry in 1607 has been placed on the old lighthouse by the Association for the Preservation of Virginia Antiquities.



The lofty sand hills which have been formed by the northeast winds blowing so frequently from the sea are worth the arduous climb. The view from the hills is fine, especially landward over the forests which have been and are still being covered by the ever-encroaching sand.

Today, Cape Henry is one of the most important points of military strategy on the coast. Fort Story, an example of the very latest idea in coast defense fortification and is the key to the entire system of defense for Chesapeake Bay, the back door to the large eastern industrial centers, and Washington.

For many years Cape Henry has been famous for its scenic beauty of huge sand dunes and virgin forests and for its unsurpassed seafood and surf bathing. Naval and merchant ships of all nations of the world pass constantly within sight of the historic Cape.

Between Cape Henry and Virginia Beach and stretching back a distance of several miles to Linkhorn and Broad Bays, lies a great natural park, known as Virginia Seashore Park. This great tract of wild land, one of the natural wonders of this section of the country, is now traversed by bridle paths and beautiful natural lanes, forming one of the most delightful parks in the country. The park has its own beach front, cabins and pavilions.



"Planting the Cross at Cape Henry." Scene in School Pageant at Foreman Field, on October 28, 1936.





VIRGINIA SEASHORE PARK

Close your eyes and imagine seeing one of the wildest, most naturally beautiful, practically unchanged regions in America, with acres of jeweled forests and crystal clear lakes and lagoons, bordering the sky-blue waters of the historic Chesapeake Bay. Picture the land Captain John Smith, who, in an Omar mood said of it, "Within is a country that may have the prerogatives over the most pleasant places of Europe. Heaven and earth never agreed better to frame a place for man . . . the mildness of the air, the fertility of the soil, and the situation of the rivers are so propitious to the use of man that no place is more convenient for pleasure, profit and man's sustenance under any latitude or climate. The vesture of the earth doth manifestly prove the nature of the soil to be lusty and very rich."

It was more than 300 years ago when the doughty captain made his footprints on the sands of time, when with Christopher Newport and the other first permanent English settlers he landed at Cape Henry in 1607 and was so enthralled at what he beheld that he was impelled by an inward urge to record for his King what he thought of the new country.

Recall the words of John Richard Moreland, the poet of the Dune country:

*"I love all things that cluster around the sea,
Sand-dunes wave washed, and wild, glad wings that beat,
Against the wind, the flash of children's feet.
I could ever smell the tang—of great
Waves breaking, breaking . . . and in my
Ears I ever heard—The Sand-dunes calling me."*

Such is the area described by Captain John Smith and praised in verse by Moreland and other poets. Here, today, is a vast wooded area, with countless little lakes and broad bays, fronting on Chesapeake Bay and within sound of the roar from the mighty Atlantic. After centuries of Dame Nature's work, this area, now known as the Virginia Seashore State Park, is to be made accessible.

Virginia can be justly proud of the efficient manner in which the State Conservation and Development Commission, with the co-operation of the National Parks Service of the Department of the Interior, functioned to preserve and protect plant life and to make it possible and convenient for man to penetrate the deeper recesses of the park and to explore it from all angles.

Men and women who are authorities on national and state parks have expressed opinions that nowhere in America is there another park which can match Virginia Seashore State Park for its natural rugged beauty and scenic attractions so widely varied. Where else in America is there a park with pines that come down to sea—where one can bask in the glorious sunlight and breathe deeply of the salt tang of the sea, on a beautiful fine white sand beach, and the next minute commune with nature in the shade of an age-old picturesque forest or go boating on mirrored lakes or broad bays?

Here the agile, the strong and the vitally energetic may burst into boyish spirit and fear no consequences, and here the halt, the lame and the weary may come for assured rest.

When summer comes, a panorama of beauty and practicability will be spread before the eyes of the vacationists and tourists who visit the park. The more than 40 types of trees and shrubs will be in full leaf and bloom, in a setting inspiring to behold. Birds—of 50 known species will wing their way through the forests, chattering and warbling as they go. Animals—seven varieties, including the sly fox and the beady-eyed squirrel will peer cautiously at you as you tread your way along miles of trails overhung by vines and Spanish moss, the like of which mortal has never before beheld and which is not rivaled even by the famous Charleston Gardens. Summer has found the land of the Cavaliers—unchanged, but more beautiful.

John Smith's voice comes through the pines. "The show of the land there is a white, hilly sand, like units, the Downs, and along the shores great plenty of pines and firs." Summer has brought the apostle of pleasure out of the woods, to one of Nature's marvels—a huge rolling, white topped sand dune, sprawling in all its glory and from which is viewed broad bays and rivers once navigated by pirates and early settlers.

A glimpse of the water creates the urge. Onward Summer impels—onward to more sport.

"It takes women longer to learn to swim than men because men have to teach themselves."

Summer's beach panorama lies shoreward. Here young and old alike frolic on the sands. Gay throngs parade and play. Here summer shows you what Virginia and the United States Government have been doing, where they carved with Nature's guiding hand. A magnificent bath house and a commodious recreation center located on the very beach front offer comfort and convenience and the great waters beckon for an exhilarating plunge.

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THROUGH THE YEARS IN NORFOLK



Happy throngs at Ocean View.

OCEAN VIEW

FISHERMAN'S PARADISE—CONEY ISLAND OF THE SOUTH

Ocean View, together with Willoughby which adjoins it, has a frontage of several miles on a beautiful stretch of white sand beach overlooking lower Chesapeake Bay and the Virginia Capes from the Atlantic Ocean.

This resort is situated within the city limits of Norfolk, less than thirty minutes by motor or street car from the downtown section of the city. Fishing at Ocean View is a fisherman's dream come true. There are no more prolific fishing grounds anywhere. The famous Ocean View Spot, Croakers, Hog Fish, Salmon Trout, Flounder, Chub, Sheephead and many other varieties of fish are caught in abundance at the View. One need not be a trained disciple of Izaak Walton to catch more than 50 fish per hour at the View.

At the boat house will be found everything necessary for the comfort and convenience of those who wish to enjoy the sport where the fish are hungry, the bait is plentiful and a bite is a bite. Men, women and children, old and young, alike, may be seen daily in

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fishing parties in the boats which dot the waters of Ocean View from sun-up to sun-down during the View's season.

Deep sea fishing, too, may be enjoyed at Ocean View. Sturdy boats, with trained crews and well appointed quarters for men and women, are available for those who wish to fish deep and do not mind a hard tussle before they land their prize.

At Ocean View, thanks to Mr. Otto Wells, one of Norfolk's outstanding citizens, you will find the Coney Island of the South—Ocean View Amusement Park—located directly on the bay front. Here will be found one of the finest arrays of amusement devices in the sunny South. A special park within a park—"Kiddyland"—was established for the children and in "Kiddyland" will be found amusement devices exclusively for the little tots.

For the grown-ups the park offers exhilarating and laughter-producing devices unique and enjoyable, from the Hilarious Fun House to the glorious Canals of Venice where one may hold hands with his fair lady, and the Sky-Ride where the fair lady begs to be held.

Ocean View's beach is part of the famous Virginia Seashore area. It is clean, hard and white. The bathing is excellent and for those who wish to take life easy and at the same time store up sun energy for the winter, miles of beach offer many beautiful spots for the siesta.

At Ocean View thousands are seen daily enjoying the billowy waves and the refreshing salty tang of the sea, with no fear of an insidious undertow. Children may romp on the beach and wade into the waters without the least fear.

The long stretch of beach permits the bather to stroll for miles.

The bath houses at Ocean View are equipped with the most modern facilities and men and women will find ever courteous attendants.

For the convenience of early bathers the bath houses are open daily from 6:00 a. m. until the darkness of night comes on. The mean temperature of the water during the season is generally about 70 degrees which is just right for ideal bathing.

Few beach resorts can boast of such a magnificent esplanade and colorful flower gardens as found at the resort. Thousands of dollars have been spent in beautifying the lawns and gardens, and one may rest for hours on comfortable benches, enjoying the breezes from the ocean. Nearby is the bandstand, where the strains of sweet music may be heard.

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— THROUGH THE YEARS IN NORFOLK —



The 18th Tee—Ocean View Golf Course. The Ocean View Golf Course is one of Norfolk's municipal courses. It is located at Ocean View, a stone's throw from the shores of beautiful Chesapeake Bay.



Section of Ocean View—showing part of Amusement Park and "Kiddyland".



Practically all railroads serving the Norfolk area enter trains at various times of the day with splendid service to connect with the V. E. P. electric trains direct to the resort.

The Baltimore Steam Packet Company, the Chesapeake Steamship Company, the Eastern Steamship Line, and other transportation agencies offer attractive water routes that make excellent connections with the electric trains, while the Norfolk Southern Bus Lines, and the North Carolina Bus Lines enter in the city with direct connections, as in the case with trains and steamship lines direct to the electric trains.

The autoist can come from the Southern section of the country or the Eastern section and will find splendid hard-surface roads in all directions, with three hard surface roads direct to the resort. At the resort will be found excellent parking facilities at service stations. Closed garages can be obtained at a nominal cost while thousands of feet of space has been reserved for "free parking".

At the many hotels and cottages at Ocean View and Willoughby, including the famous Nansemond Hotel, accommodations with a wide range in rates, are available.

Yachting, aquaplaning, tennis, handball, and many other sports may be enjoyed to the limit at Ocean View.

The Nansemond Hotel, opened several seasons ago, was built at a cost of more than \$300,000 and presents itself as one of the most ideal resort hotels on the Atlantic coast. The building is of Spanish design and lends itself to an atmosphere unique in many respects.

The Nansemond is situated directly on the waterfront and guests who desire to bathe may step directly from the hotel to the hotel's private beach.

The cuisine at the Nansemond is Southern, however, seafoods taken fresh daily from the waters of Chesapeake Bay and the Atlantic Ocean, are served as specialties. The area in which the hotel is located is famous as a trucking center and as from five to seven crops are obtained during a year, truck garden and farm products of many varieties are served throughout the season.

Socially, the Nansemond Hotel and several of the other hotels and cottages, are the centers of Ocean View. Night life is bright and evening dances and parties are held throughout the season.



Air view of Virginia Beach.

VIRGINIA BEACH

THE VACATIONIST'S PARADISE

Picture in your mind's eye a glorious, glamourous sun, a sky-blue ocean, a beautiful white sand beach, table-smooth greens of emerald hue, rolling fairways fringed with tall stately pines come down to sea, happy throngs, a panorama of unrivaled scenic beauty, and you have Virginia Beach —Jewel Resort of the Atlantic—The Vacationist's Paradise.

The lure of the sea naturally makes water sports the most popular of the recreational pursuits at Virginia Beach where thousands of vacationists and pleasure seekers are now holidaying on this fringe of the broad Atlantic.

A stroll down the boardwalk overlooking the miles of sand strip will reveal a colorful array of bathers whose only thought is of fun and pleasure. Some are lolling in the sand to take advantage of the healthful rays of the sun while others are enjoying a dip in the ocean or a plunge in the surf.

On the ocean's rim the bather will find relaxation and pleasure. While the older generations are basking in the sunshine or besport-



ing in the surf, the children can entertain themselves in the sand or at the casinos and amusement parks which are equipped with every imaginable device for their pleasure.

Aquaplaning is growing in popularity and even furnishes the spectator with many a thrill as the rider swoops by in the wake of a motor-driven craft. The more venturesome entertain the gallery with various stunts aboard their precarious perches while those with faint heart hold to their supporting lines for dear life.

Riding the crest of the waves aboard a surf board is another sport for those seeking a new thrill. When high breakers on the wings of an incoming tide roll steadily ashore those catering to this thrilling sport are in their glory.

Sailboating on nearby inland waters, including both Linkhorn and Broad Bays is also available as a recreational device. Scores of inboard and outboard craft and larger motor-driven vessels ply these waters and add to the color of the scenery.

For the student swimmer and the children there are two outdoor salt-water pools graduating in depth from two feet to 10 or 12 feet with a life guard on constant duty during the opening hours.



Cavalier Hotel, Virginia Beach—Community Built, Community Owned, and Community Operated.





An indoor plunge is located at the Cavalier Hotel and is one of the popular gathering locales of the resort.

A moderate warm temperature with a summer average of 76 degrees lends to the pleasure of swimming—the most popular of the water sports. The beach is never overly crowded due to the long and broad sand strip which extends for several miles along the ocean front and is capable of accommodating many thousands of additional bathers.

The numerous hostelries fronting on the ocean are equipped with special dressing rooms for the bathers together with showers for use after a refreshing dip in the sea. The Cavalier Hotel has a private beach club with numerous cabanas for swimming parties.

Virginia Beach offers to the vacationist a diversification of sport not excelled elsewhere in the country and, to the golfer, an opportunity to try out courses recognized by experts of the game as among the leading ones of the country.

Played the year around with golfers coming from far and wide time-and-time again to play over the two courses—the Princess Anne and Cavalier—the sport has a large following. This is particularly true in the summer time when the thousands of city dwellers come to the seashore for their annual retreat from the business world and during the cool hours of the morning the number of players total up in the hundreds.

The Princess Anne course is considered throughout golfdom as one of the sportiest and most beautiful in the East. With a total yardage of 6,208 and a par of 72, it extends through a forest of pine over rolling country peaceful to the eye.

The Cavalier course, the latest to be constructed is likewise over 6,000 yards in length and has the novelty of being located on a peninsula almost entirely surrounded by water with more natural hazards than are usually found in most locations.

Designed by a prominent golf architect of New York City, every hole has individual characteristics and there is an absence of monotony in playing the course. The fairways are banked by a wealth of verdure with many species of trees along the route.

Whether seeking relaxation or rest, the pleasures of a lively resort or cool, refreshing sea breezes and, of course, the gayful sport of surf bathing or any of the many devices of sportdom—Virginia Beach will qualify in every respect and will satisfy the most exacting.

Every imaginable summer sport is available and while the majority of the summer colony are daily lolling in the sand or enjoy-





Seaside Park, Virginia Beach.

ing the surf, there are others who look to the other facilities for recreation.

Although primarily a seashore resort by virtue of its location along the Atlantic rim, Virginia Beach attracts thousands of pleasure seekers annually who seek a retreat from the work-a-day world. Another class of visitor is the health seeker—and there are hundreds to vouch for the recuperative powers of the climate of the community.

While many of the visitors find sport and pleasure diving through the incoming rollers there are others who seek the cooling shade of a beach umbrella for short siestas during the warmer periods of the day.

Water sports galore are to be had and to those who enjoy the daring thrills of aquaplaning behind powerful motor-driven craft —their wish will be granted.

Another popular sport, which is growing in the fancy of the younger set, is archery and those who wish to try their skill at this novel pastime may do so. Tennis plays an important part in the recreation program of the beach with courts located within walking distance of any point.

From the broad eminence overlooking the ocean where stands the exclusive Cavalier Hotel and down the boardwalk along which

fronts three miles of other hosteries and cottages, forming the nucleus of the community, Virginia Beach presents a colorful picture and offers many opportunities for the pleasure-seekers.

Innumerable recreational pursuits are daily enjoyed with dancing nightly at the Cavalier Beach Club and at the casinos and night clubs. To fishermen, the beach offers facilities rarely equalled anywhere in the country. Those who cater to angling for deep sea denizens or surf casting will find their fondest hopes gratified, while others inclined to fresh water fishing will find plenty of this sport a few miles inland.

In the outskirts of Norfolk and on the road to Virginia Beach lies Ocean View with its amusement park and its own separate resort colony. Located on Chesapeake Bay, this resort is renowned for the excellent fishing available and the large catches of drum, bluefish, spot, trout, croakers, flounders, white perch and rock that are made annually.

To those thousands of pleasure seeking visitors who trek annually to Virginia Beach to play along its expansive shore are offered a wealth of recreational pursuits, among which are the popular sports of horseback riding and hiking.

The moving sand dunes at Cape Henry and in Virginia Seashore Park attract many of the visitors who are inclined to natural phenomena. Many of the dunes have been working their way in-



Scent at famous Cavalier Beach Club, Virginia Beach.



land for hundreds of years, some reaching a height of 50 feet with sheer drops to dense forests and matted undergrowth of vegetation.

The many miles of bridle paths beckon to lovers of the horse while the picturesque sand dunes of nearby Cape Henry, where is located the famous John Smith Trails and Virginia Seashore Park, are the delight of those who fit themselves with hiking toggery for long walks through this historic section.

Spirited equines of thoroughbred strain are available for the expert horseman and, for the novice, there are mounts requiring only a snaffle rein to guide them. A riding ring with graduating jumps has an inviting allure for the finished rider and is the locale for a number of horse shows and special exhibitions throughout the year.

Enroute from the beach along carefully maintained bridle paths cut through strips of virgin forests to Cape Henry, the horseman will find many picturesque scenes to hold his interest. At many points along the miles of winding paths are verdure-covered arches which furnish resting spots for the riders.

The tree-bordered bridle paths furnish an escape from civilization amid surroundings peaceful to the eye and mind while the many trails for the hiker provide an isolation to those desiring to get away from the world for a brief respite from their usual environment.

NORFOLK AND TOBACCO

Norfolk was once an Indian town where the members of the city council, meeting to discuss public matters, sat in a circle, or semi-circle, smoking long-stemmed pipes of clay, some of them gaily decorated. They smoked a native weed: Tobacco.

Today Norfolk and what was once an Indian weed is known in the four corners of the globe, from Greenland's icy mountains to India's coral strand and way stations in the hinterlands of China, the Gobi desert and the country of the Nigero.

And when Norfolk celebrates its 300th birthday it also celebrates the growth of the tobacco trade.

To be sure Norfolk is the peanut port of the world and divides with Cardiff the distinction of being the greatest of all coal ports but it is with tobacco that its greatest fame is associated in the commerce of the world. Besides 10,000 pounds of tobacco "in caske" was paid for the site of the city.



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Tobacco is still referred to as a weed, despite the intensive cultivation given plants, but more as a matter of convenience rather than in the interest of accuracy.

It is still described as an Indian weed although the natives who first brought it to the attention of the white race were not Indians but Americans. Columbians might be a more precise designation but the continent getting the name of America whether rightly or wrongly in view of the performance of Christopher Columbus, or Colon, as some insist the natives of America naturally must have been Americans and not Indians.

However, Indians they were christened by the white folk and Indians they will remain, whether in three syllables, or just plain everyday Injuns. And tobacco will be tobacco.

They say Norfolk's first name was Skicoak, spread into three sections: Ski-Co-Ak. But on copies of old maps and in old manuscripts the place is also indentified as Ap-A-Sus, O-Ris-Key-Ek and Nal-La-Mon. Also Ches-A-Pi-Co and Ches. A. Peack.

Somewhere in one of his letters or his diary, Capt. John Smith mentions how he and certain companions came scudding down the estuary of the Elizabeth river, before a stiff breeze that threatened to broach the boat, and how they passed a village of the Chisso-peakes, or Chissopeaks, as the doughty captain spelled the word. That village must have been where the City of Norfolk now spreads itself out.

That was nearly 330 years ago—329 according to the reckoning of historians, some of whom have made a hero of Capt. John Smith and some of whom have not hesitated to call him a braggart.

The latter sort, naturally, would be of the easy chair variety. Fireside far-farers. Yet historians of the Post Sargent type, adventurers themselves, have never ceased in their admiration of the Englishman who was the best fighting man of his day. Any man who could win a commission in foreign service, overcome with lance and sword the pick of Moslem warriors, one of them a Pasha, or Bashaw, was no novice at fighting. Any man who was ready to brave the Virginia wilderness with Powhatan's warriors in ambush certainly was no coward.

Captain John Smith was not only a soldier of fortune but he was an explorer, who in a small shallop sailed the seaboard as far North as the bay where Portland, Maine, boasts a fine harbor. Smith's island in Chesapeake Bay and the names borne today by rivers, townships, capes and counties given them by Capt. John Smith, are revelations of his enthusiasm for seeing the country.

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It is quite likely that he even gave the name of Norfolk to the village on the Elizabeth, burned by Powhatan's braves, although that distinction is claimed by Adam Thoroughgood and the gentleman who got the original patent—Lord Maltravers, kin to the Duke of Norfolk.

Capt. John Smith, in his role of historian, geographer, and leader of the colonists, was easily the foremost man of his time in the new world and of considerable importance in the old. So it is utterly consistent to give him extended attention in any reference to the early history of Norfolk.

Norfolk was not only destroyed as an Indian village but in the Revolutionary War Lord Dunmore did his best to wipe it from the map.

Norfolk, however, proved to be a Phoenix. It rose from its ashes and now Lord Dunmore appears in history as the revengeful royal governor who did a dastardly deed as he ran away from the people who repudiated him. Old St. Paul's still stands as a monument to the folly of Dunmore.

Norfolk's part in history could be enlarged to many volumes. Tales could be told of Blackbeard and Lieutenant Maynard who killed the pirate in hand to hand conflict, and brought his head to Norfolk. And of the valor of Commodore Truxtun and the Constellation in the war with France, when that noble frigate and equally gallant captain, fought and defeated two sturdy French ships, "L'Insurgent" and "La Vengeance." And of the War of 1812 and incidents prior to and after that period, like the Chesapeake and the Leopard, and the duel that brought death to Decatur, in whose honor Tripoli Street, now Monticello Avenue, was named.

Norfolk had its share in the War Between the States. It was from Sewells Point and other places of vantage on the waterfront that the people saw the destruction of the Federal fleet and the epic fight between the Monitor and the Merrimac.

And Norfolk had its share in the World War, as the Army Base piers and the great guns and the giant crane that lifted them aboard and off the ships, might tell if inspired to do so. But it as a port and in times of peace that the people of Norfolk are inclined to point with pride: its magnificent harbor and trade to all parts of the world, trade that begun with barter for that lowly but prized Indian leaf, tobacco, now a commercial factor of world-wide importance with values in the hundreds of millions.

WILLIAMSBURG

COLONIAL CAPITAL OF VIRGINIA

The restoration of Colonial Williamsburg by John D. Rockefeller, Jr., is an endeavor to restore accurately and to preserve for all time the most significant portions of an historical and typical city of America's colonial period. The keynote of the entire undertaking is authenticity and every other consideration has been subordinated to this essential requirement.

The work of structural restoration may be summarized briefly as follows:

Sixty-seven Colonial buildings restored—including the Wren Building, Brafferton Building, and the President's House, the three original Buildings of the College of William and Mary. Ninety-one colonial buildings—mostly outbuildings—have been constructed. Thirty-three shops and stores have been erected to provide a suitable business district and a number of old gardens have been restored. Four hundred and fifty-nine buildings of modern construction have been torn down.

In addition, gardens of a number of historic homes have been restored or reconstructed as an essential part of the colonial setting which is being re-created here.

There are many historic buildings to see in Williamsburg.



Old Colonial Capitol rebuilt by John D. Rockefeller, Jr.



There is the famous George Wythe House, the home of a signer of the Declaration of Independence and the Headquarters of General Washington and General Rochambeau during the Revolutionary War, and there is Bruton Parish Church and other buildings which space will not permit listing herein.

Williamsburg was laid out in 1632. It was then known as Middle Plantation. The present Bruton Parish Church building was finished in 1715 and was preceded by two earlier buildings. Bruton Parish Church has three sets of Communion Silver—the Jamestown set, a set bearing the coat-of-arms of George III, and a set given by Lady Gooch to the College of William and Mary for use in the College Chapel. The old Parish Register dates back to 1662. Rev. Wm. A. R. Goodwin, D. D., credited with being responsible for interesting John D. Rockefeller, Jr., in restoring Williamsburg, is Rector of Bruton Parish Church.

YORKTOWN

WHERE THE UNITED STATES EARNED THE RIGHT TO FUNCTION AS AN INDEPENDENT NATION

Yorktown, a part of the Colonial National Monument and scene of surrender of Lord Cornwallis and his British forces to General George Washington and his American patriots, like Williamsburg and Jamestown, is in the Norfolk-Portsmouth-Newport News-Virginia Seashore area. The historic old town is about 30 miles distant from Norfolk.

Yorktown is one of the oldest towns and most important historic shrines in America. Here can be seen relics of the very earliest days of the American nation. Among the most interesting are: York Hall, formerly the Nelson House; the Moore House, where the terms of the surrender of Cornwallis were drawn up; Grace Church, built in 1700; the first Custom House in America, built in 1715; Battlefields of the Revolutionary War and the War Between the States.

A huge monument, towering into the sky and erected by the Federal Government, commemorates the surrender of Cornwallis to Washington and the birth of the United States as a separate and independent nation.





Moore House, restored by United States Government and where articles covering Cornwallis' surrender to Washington on October 19, 1781, were signed.

The Yorktown Sesquicentennial which drew attendance from practically all parts of the world, was held at Yorktown during October of 1931 and today Yorktown, with Williamsburg and James-

The staff is twenty-eight inches long, of irregular sizes, and town, forms the Colonial National Monument, a project of the National Parks Service of the U. S. Department of the Interior.

During the War Between the States, Yorktown served as a base of supplies during McClellan's Peninsula Campaign. During the World War the United States Government used Yorktown as a Naval Base, together with the great base at Norfolk.

The United States Government, The Association for the Preservation of Virginia Antiquities, the Daughters of the American Revolution, the Rockefeller interests and many other agencies and individuals guard Yorktown's heritage.



PLACES OF SPECIAL INTEREST AT RESTORED WILLIAMSBURG

THE WREN BUILDING. 1695

This is the oldest academic building in America, one of the three historic buildings of the College of William and Mary that have been restored and are now used by the College.

THE POWDER MAGAZINE. 1714

This arsenal, in which were stored the arms and ammunition of the Virginia Colony, has been restored. It is owned by the Association for the Preservation of Virginia Antiquities.

THE CAPITOL. 1699-1705

This structure, closely identified with the political life of colonial Virginia, has been rebuilt on original foundations as the earlier of two buildings that stood here during the eighteenth century. Its furnishings and unusual interior painting conform to descriptions in contemporary records.

THE RALEIGH TAVERN. 1742

One of the most historic taverns of colonial America, this building has been reconstructed on original foundations. Its antique furniture and furnishings were selected on the basis of inventories of its early keepers.

THE LUDWELL-PARADISE HOUSE. 1717-1719

Restored as a typical home of the gentry in eighteenth century Williamsburg, this house and kitchen are now used to exhibit Mrs. John D. Rockefeller, Jr.'s Loan Collection of American Folk Art.

THE OLD COURT HOUSE. 1770

The central location of this restored building makes it a desirable starting point for a tour of the city. Here will be found the Information Bureau of the Restoration and the display collection of colonial china, glass, hardware, utensils and building materials recovered in excavating more than one hundred foundations.

BRUTON PARISH CHURCH. 1710-1715

Closely linked with the city's history, this edifice dates from 1715, at which time it was completed on the site of an earlier church.

THE WYTHE HOUSE. 1755

This was the home of George Wythe, first professor of the first law course offered by an American college. George Washington made his headquarters here prior to the siege of Yorktown.

THE GOVERNOR'S PALACE. 1710-1715

The Palace and its dependencies, preeminent among notable estates in colonial America, have been rebuilt on original foundations. Although only partially furnished, many rooms are of special interest because of the rare old Chinese wall paper, antique furniture and other furnishings that have been chosen to conform with inventories of royal governors. The gardens are considered more typical of formal eighteenth century English gardens than any others in America.

THE PUBLIC GAOL. 1701-1704

The building dates from the beginning of the eighteenth century and has been restored on original foundations. It includes part of the original structure. The findings of archaeological and documentary research furnished a very complete record for guidance in restoring this unusual structure.

OLD POINT COMFORT

(With thanks to New York *Herald-Tribune*)

Three hundred and twenty-five years ago the first fort to be erected in the English-speaking Colonies of America was constructed at Point Comfort, Va., on the site now occupied by Fort Monroe, which consists of 68 acres, largest enclosed military reservation in the world.

Since that time this point of land on the western shores of Chesapeake Bay has been occupied more or less continuously by defensive works, and no station has played a greater part in the development of the military efficiency of the nation. It also has a colorful historic background, the Coast Artillery School, oldest specialty training school in the country (organized April 5, 1824), and continues to hold its prestige as one of the most popular social centers for the Army in the East.

Work on the present fort, designed by Brevet General Simon Bernard, colonel on the staff of Napoleon Bonaparte, was begun in 1818 and belonged to the State of Virginia until it became the property of the United States in 1821.

Much has been written of the famous battle of the Merrimac and Monitor which raged for four hours near here in 1862, but little has been said of other events of equal importance in the annals of the fort.

It was here that Jefferson Davis, president of the Confederacy, was imprisoned after the collapse of the Southern cause. General Lafayette visited the post and received the officers on the evening of October 24, 1824. Edgar Allan Poe reported for duty in the adjutant's office December 20, 1828, under the assumed name of Private E. A. Perry. George Washington Park Custis-Lee, eldest son of General Robert E. Lee, was born in the fort in 1832, and General Lee's second son, William Henry Fitzhugh Lee, was held here as a hostage for nine months during the War Between the States.

About a mile off Old Point Comfort Beach, on a shoal lying opposite Fort Monroe, directly across the main ship channel leading from Chesapeake Bay into Hampton Roads and the James River, is Fort Wool, an artificial island of stone commonly known as the Rip Raps. The island and Fort were begun in 1818, because of the splendid site for fortifications with which to supplement the works of Old Point Comfort, built about the same time. Since Fort Monroe was named after the fifth President of the United States, it was



thought logical to name the works to be associated with it for the Secretary of War. And so the island fort was called Fort Calhoun (sometimes Castle Calhoun) until the War Between the States, when the name was changed to Fort Wool, in honor of General Wool, one of Fort Monroe's most distinguished commanders.

The start of Old Point Comfort as a resort dates back 103 years to the time Chief Black Hawk and several of his leading warriors were brought to Fort Monroe as hostages during the Black Hawk War. So distinguished a warrior attracted crowds of visitors taxing the capacity of the little hotel Hygeia and making it necessary to enlarge the Hygeia from time-to-time until it was finally replaced by the Chamberlin Hotel (burned in 1920) on the same site as the modern New Chamberlin, center for the social life of the community and popular resort hotel.

The influx continued until June, 1833, when Black Hawk was conducted through the large cities of the country to gratify public interest. This stay of the Indian chief at Old Point Comfort made its climate, fishing grounds and bathing beaches famous throughout the country as a watering place. From 1850 until 1860 it was the most fashionable resort for planters and statesmen, taking the place in the South that Saratoga occupied in the North.



Old Church at Jamestown.





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JAMESTOWN WHERE THE AMERICAN NATION BEGAN

Jamestown, the first permanent English settlement in America, was established on May 13, 1607. The settlers first landed at Cape Henry, a few miles northeast of Norfolk, where they set up a cross and claimed the land for England. The first landing at Cape Henry was on April 26, 1607 and the second landing at the Cape was on April 29th.

The first permanent English settlers in America came over in three small ships: the "Sarah Constant," sometimes referred to as the "Susan Constant;" the "Godspeed," occasionally called the "Goodspeed;" and the "Discovery." Captain John Smith, it is alleged, was in irons, in the hold of the "Sarah Constant."

SOME OF THE HIGH POINTS IN JAMESTOWN'S HISTORY ARE AS FOLLOWS:

- MAY 13, 1607—First permanent English settlement in America established.
- SEPT. 10, 1608—Captain John Smith takes office as President of Council.
- OCT. 4, 1609—Captain John Smith leaves Jamestown owing to injuries sustained in explosion of barrel of gunpowder.
- OCT. 1609—Starvation threatens colony.
- JUNE 1610—Only 60 survivors remaining out of a population of 500 in 1609—
440 people die of starvation.
- JUNE 7, 1610—Survivors leave Jamestown.
- JUNE 9, 1610—Survivors return to Jamestown upon arrival of Lord De La Ware with supplies and new settlers.
- SEPT. 1611—Henrico established by Sir Thomas Dale.
- 1612—John Rolfe cultivates tobacco.
- 1614—Pocahontas marries John Rolfe.
- MAR. 27, 1617—Pocahontas dies in England.
- JUNE 30, 1619—First legislative assembly in America convenes at Jamestown.
- MAR. 22, 1622—First Indian Massacre. Population of Jamestown and vicinity, 1,240
—347 massacred by Indians.
- JUNE 26, 1624—Virginia declared a royal province. Charter of London company revoked.
- 1630—Sir John Harvey arrives as Governor.
- 1641—Sir William Berkley commissioned Governor for Virginia.
- APRIL 18, 1644—Second Indian Massacre—300 killed.
- 1676—Nathaniel Bacon's (Jr.) rebellion. Jamestown burned Sept. 19, 1676.
- OCT. 26, 1676—Bacon dies in Gloucester.
- OCT. 31, 1698—Capitol at Jamestown burns.
- APRIL 1699—Middle Plantation (Williamsburg) declared seat of Government.
Act passed by General Assembly. Jamestown abandoned as a town.
- JULY 7, 1781—Lord Cornwallis crosses river at Jamestown and on July 7th Lafayette engages him in battle.
- 1837—One residence only, remains at Jamestown (The Ambler House).
- 1861—Confederates fortify Jamestown.
- 1907—Jamestown Exposition at Norfolk.
- 1934—United States Government decides to include Jamestown as a part of the Colonial National Monument.



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HOLLY LODGE

The picture of Holly Lodge shown on this page appeared in the Norfolk *Ledger-Dispatch* of November 10, 1911. The caption or underline was as follows:

"One of the most comfortable of the many fine suburban homes around Norfolk is that of H. B. Goodridge on the north side of Tanner's Creek, only a short distance east of the Country Club. Mr. Goodridge was the first to observe the beauties and advantages of that particular community, and, four years ago, he purchased the entire peninsula, containing forty-two acres. This was divided into two tracts, Mr. Goodridge retaining one and selling the other to F. W. McCullough. Subsequently he sold a two-acre tract to Henry H. Little. These three compose the little community, that lies separate and distinct from the outside world."

For years now Holly Lodge has been an outstanding show place of Norfolk for its owner, the same H. B. Goodridge referred to in 1911, spared neither time nor money to add to its horticultural beauty.



HOLLY LODGE IN THE YEAR 1911



The Richmond *News-Leader* had this to state with regard to Holly Lodge:

"Gardening is in itself a strenuous business, yet how many men of affairs of the most diverse character have found in it a happy relaxation and rest from the wear and tear of occupations of greater strain and stress. It was for this reason, about seventeen years ago, that one such business man was inspired to take up gardening, not in the usual sense of gardening with lovely flowers, but in the more masculine way of growing fine and rare plants. This was the interesting beginning of plantings at Holly Lodge by Mr. Goodridge.

"Holly Lodge, located on Lafayette River, with a gently rolling lawn, falling to the water's edge and saved from the glare of the afternoon sun by a fringe of patriarchal live oaks, in its beginning was a simple cottage filling adequately the needs of a bachelor with his Chow dogs, his beautiful gray parrot, John Silver—his trumpeter bird that sleeps at night in a canvas hammock—golden oriole and Malayan minah bird.



HOLLY LODGE IN THE YEAR 1936



"Because he was not satisfied with the use of the usual nursery materials Mr. Goodridge planted Japanese persimmons, pomegranates, bay trees, osmanthus, and the like, with the result today of a most unusual collection of plant materials rarely seen in Virginia.

"To grow these varied things alone did not long satisfy a mind so keen and active. Mr. Goodridge, with a desire to grow to perfection something unusual and distinctive, began an experiment with *Camellia Japonicas*. The results were so satisfactory that he purchased thru E. A. McIlhenny, Avery Island, Louisiana, several carloads of large grown specimens of gorgeous camellias in a variety of colors collected from the old plantations in that State. To these he added small plants of the rarer varieties that can only be secured as cuttings from collectors and now the largest collection of camellias in Virginia is growing at Holly Lodge. And azaleas are also growing there in profusion.

"When one speaks of hollies he seldom thinks of other than the native holly or perhaps the English holly, but there are scores of varieties of holly, some of which are most unusual and rare. With Holly Lodge as the name of his place Mr. Goodridge has planted a large number of the unusual varieties of holly and this list will be increased as other varieties can be secured.

"Ten years ago, Mr. Goodridge decided that his plants growing in more or less wanton abandon without any pre-conceived order or plan, were injured by the lack of fore-thought and so he made additional plans which would provide an even more attractive place as well as a complete horticultural list. A brick wall was erected on the boundary line on the three sides away from the water, as a place of refuge for the more delicate plants which were grouped within its protecting nearness. Other plants were lifted and moved to where they would grow in comfort and where they would contribute to the making of a picture more complete.

"We must not under-rate the practical value of a garden of this kind. Its motive and equipment is entirely distinct from that of the botanic garden and in some ways it concerns even more intimately the every day life of the State. It touches the commercial side of the community as it tests out varieties not usually known, it has proved that pomegranates and Japanese persimmons can be grown in a commercial as well as ornamental way. It shows to the nurserymen the kind of plants they can grow and Mr. Goodridge, in his kind way, has permitted some of the nurserymen of his neighborhood to make cuttings of his unusual plants. The general public gains a warranty of merit which is of signal importance to them in their own





garden work. It helps to solve difficult problems of culture, it brings to light new plant materials for use in particular effects and it keeps alive the enthusiasm in gardening matters without which progress must come to a standstill. Here, too, the amateur, if he will, has ample opportunity of studying object lessons which are inestimable in their helpfulness for his personal guidance.

"In fact, it is only when we have learned to recognize the full meaning of the influence exerted by the private gardens of Virginia upon the welfare of our national life that we appreciate at their true value the far-reaching benefits of the work of such a man as Mr. Goodridge."

On another page of this article is a picture of Holly Lodge as it appears in the year 1936, from Lafayette River. What a contrast between the two pictures—the picture of today and that of 1911. Now the gateway beyond the patriarchal live oaks opens up vistas beautiful and entralling and reveal what one man with infinite patience and loving care did to make his home one of the most beautiful garden spots in America—and also proof daily of Norfolk's equitable climate and flora possibilities.

HISTORIC SMITHFIELD, VIRGINIA

Quaint is the town of Smithfield, situated on the South bank of the James River, a short distance from Norfolk.

Its antiquity, healthful location, sporting and social life, culture and charm, together with its varied business activities both in the town and surrounding country, all contribute to make it an ideal place.

In 1662 Smithfield was a village and was incorporated into a town some years later by Arthur Smith, a relative of Captain John Smith who visited the place in 1608.

Only four miles away stands the Old Brick Church, oldest Protestant church in America, built in 1632 and visited almost daily by tourists from all over the world.

The foremost industry of Smithfield is the curing and packing of Smithfield Hams. These hams are famous the world over. This industry, over 300 years old, and one of the first established on the American Continent, was originated here. Other business activities are: banking, mercantile, lumber, fish and oyster packing. The soil in the surrounding country is well adapted to any agricultural product that can be grown anywhere in Virginia and North Carolina. Isle of Wight melons are famous; its peanuts, cotton and truck crops are unsurpassed. It also has many large dairy farms.

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BAYVILLE MANOR—BUILT ABOUT 1727

HISTORIC "BAYVILLE FARMS"

"Bayville Farms," famous for its dairy and other farm products, is a part of the land granted to Colonel Adam Thoroughgood in 1643. The tract of land originally covered in the patent was later divided by Colonel Thoroughgood's son and the divisions became known as "Bayville Farm," "Church Point Farm," and "Old Lynnhaven Farm."

C. F. Burroughs, President of Royster Guano Company, purchased "Bayville Farm" about 20 years ago and recently he acquired "Church Point Farm," which adjoined.

The farms are located about 12 miles from Norfolk, in Princess Anne County. They front on the historic Lynnhaven River to the extent of one mile and consist of 500 acres of land.

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The beautiful and original colonial residence—"Bayville Manor"—built more than 100 years ago and now restored and thoroughly modernized, is one of the many assets of the farm.

Under the capable direction of Mr. Burroughs, with the assistance of farm manager E. C. Turner, graduate of Virginia Polytechnic Institute, "Bayville Farms" have been developed to an unusually high state of cultivation.

As a successful manufacturer of an extensively used fertilizer, Mr. Burroughs numbers thousands of farmers as his customers and demonstrates in a practical way the profitable use of Royster's products. "Bayville Farms" are modern in all respects, reveal scientific farming at the highest point of efficiency, and are operated on a practical and profitable basis.

At "Bayville Farms" is one of the prize herds of about 200 head of pure bred and well groomed Guernsey cattle, secured as a result of Mr. Burroughs' interest in dairy farming.

Most of the farming operations at "Bayville Farms" are centered around the production of feed for the cattle, but truck farming—covering the production of spinach, kale, potatoes and other vegetable crops—is done on about 80 of the 500 acres.

Another crop produced at "Bayville Farms" is the famous Lynnhaven oyster. There are over 100 acres of oyster beds in Lynnhaven Inlet touching and adjacent to the farms.

Here is one place where it is not necessary to wait for Old Sol to shine in order to make hay. The farms own and operate



HISTORIC OLD TREES AND ENGLISH BOXWOOD ON LAWN OF BAYVILLE MANOR





a dehydrater—a hay drying machine—and alfalfa grown on the 100 acres devoted to it, is cut in the morning and ready for the night feeding.

Cleanliness is the motto at the modern bottling and pasteurizing plant where the milk is prepared and put in bottles by machinery without coming into contact with human hands. Two grades of milk—GRADE AA and VITAMIN D—are bottled at the farms and distributed in the Norfolk and Virginia Beach areas, at a premium.

Historic "Bayville Farms" retain the natural beauty and atmosphere of the past and are among the outstanding show places of Tidewater Virginia. Regarding the history of "Church Point Farm"—the last addition to Bayville—it had its own graveyard. In it, among other citizens of note, was buried Colonel Francis Yeardley, one of the outstanding colonial Virginians.

When Nature unfolds her beauty, the flower gardens at "Bayville Farms" present all the colors of the rainbow and a sight one will never forget. Standing on the lawn of "Bayville Manor" a beautiful picture is presented. Rows of peonies, azaleas, tulips, and other flowering plants, bulbs and shrubs grow in profusion as far as the eye can see. Thousands of vari-colored blooms—more than 1,000 peonies for instance—blend perfectly as proof that no artist can paint a picture as Nature does.



CAUGHT IN ONE HOUR AT OCEAN VIEW

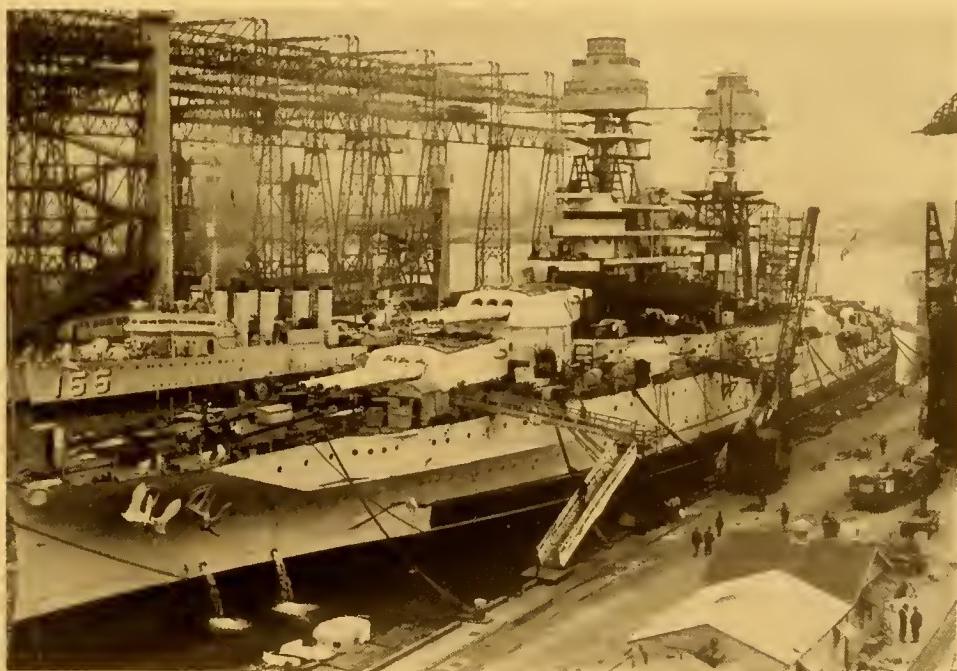


THE NORFOLK NAVY YARD

The Norfolk Navy Yard has an area of 353 acres measured to the pier-head line. Of this, 282 acres are land and 71 acres are water. The St. Helena Reservation, now under charge of the U. S. Coast Guard, has, in addition, 81 acres, of which 63 acres are hard land and 18 acres are water. This makes a total of 434 acres in use for the Government's sea forces, comparing as follows, with other principal yards:

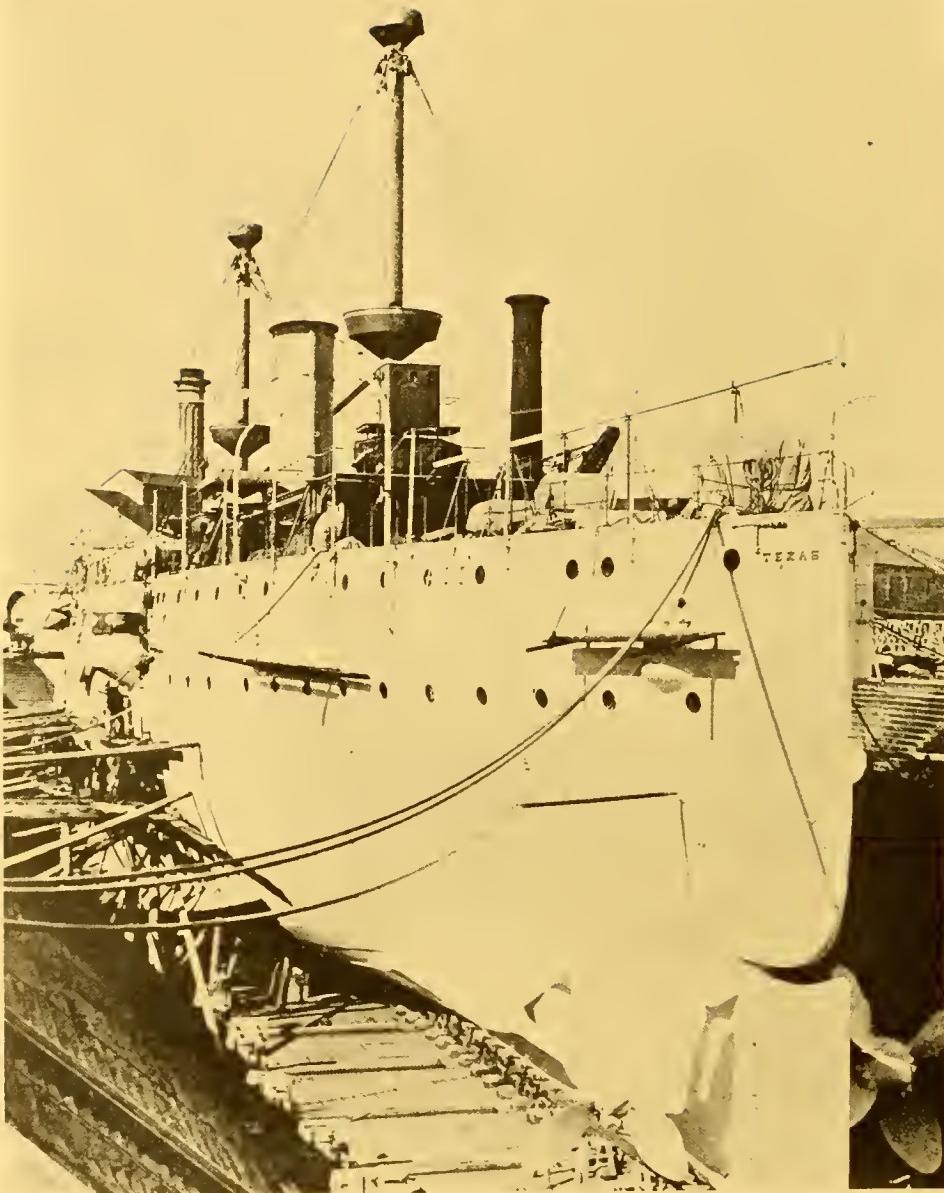
Portsmouth, N. H.	210 acres
Boston	124 acres
New York	197 acres
Philadelphia	1,030 acres
Charleston	1,189 acres
Mare Island, Cal.	1,578 acres
Puget Sound	373 acres

The Norfolk Yard has 210 buildings, with a total floor space of about 55 acres. The Norfolk Yard has 30 berths on the Navy Yard side of the river, totaling more than 7,600 feet, nearly $1\frac{1}{2}$ miles. All this distance has 30 feet depth of water alongside, and two-thirds of it has 35 feet or more.



Battleship and Destroyer at Norfolk Navy Yard, situated on Portsmouth's side of the Elizabeth River.





THE OLD U. S. S. TEXAS, OF SPANISH-AMERICAN WAR FAME.

The picture shows the Texas in drydock at Norfolk Navy Yard. In her day the Texas was regarded as a powerful and speedy warship.

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More than a quarter of all the naval dry docks in continental United States and a third of those on the Atlantic Seaboard are situated at the Norfolk Yard. No other United States Navy Yard anywhere else has so many. There are six of them, ranging from 1,011 feet to 324 feet in length and from 40 feet, 3 inches, depth of water (mean high water to keel blocks) in the case of the long dock to 15 feet, 10 inches, in the case of one of the short ones.

Portsmouth, N. H., has a single dock of about the same dimensions as the second largest at Norfolk. Boston has three docks, of which the largest is slightly greater than the large one at Norfolk, but while Navy-owned, it is not in the Boston Navy Yard.

New York has four, none of which approaches the Norfolk dock in size; Philadelphia three, one of which matches the largest at Norfolk; Charleston one, of about the average size of the six Norfolk docks; Mare Island, two, rating about with the second largest at Norfolk and one comparing with the Norfolk average size. Puget Sound has three dry docks, two of them comparing approximately with the second largest Norfolk dock. The third is longer, but has a depth of water only equal to that of the two smallest Norfolk docks. Only two yards of those named, besides Norfolk, have dry docks with sufficient depth of water to have taken the U. S. S. Orion in the crippled condition in which she came into Norfolk on the night of December 2, 1925.



SCENE AT NORFOLK NAVY YARD

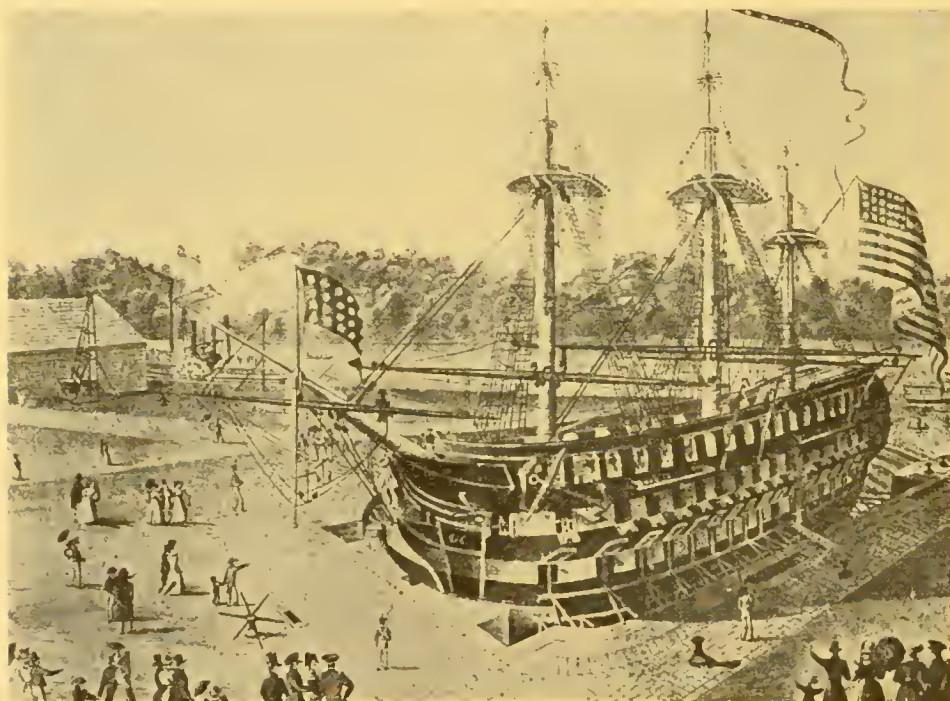


THE NORFOLK NAVAL OPERATING BASE

The Naval Operating Base at Norfolk, one of the most modern in the world, was established and is maintained on a water front site occupying 950 acres, with berthing accommodations at piers to the extent of 6,500 lineal feet. It has within its confines six major activities, viz.: Naval Training Station, Air Station, Supply Depot, Receiving Station, Depot of Supplies and Marine Barracks; the headquarters for the Norfolk Naval District are also situated there.

NAVAL TRAINING STATION

The Training Station operates two training departments, viz.: (a) Drill Department, where recruits are given training before being sent to sea; (b) Service Schools Department, which maintains schools where enlisted men of the Navy and Marine Corps are given technical training in trades necessary to the maintenance and operation of ships. A preparatory school for enlisted candidates for the Naval Academy at Annapolis is also maintained. During the World War nearly 50,000 recruits were trained at the Station and 25,000 graduated from the technical schools. As many as 14,500 men have been in training at this Station at one time.



The Old U. S. S. Frigate "Delaware" in stone drydock at Norfolk Navy Yard, Portsmouth, June, 1833. The Delaware carried 74 guns and was one of the most powerful ships of her day.



NAVAL AIR STATION

One of the important activities of the Naval Operating Base is the Naval Air Station, the largest on the Atlantic Coast. This station serves as a repair base for fleet aircraft, and the shops have a capacity for major overhaul of 130 planes per year. These shops employ about 325 men.

At certain times of the year, all of the ship based aircraft of the Scouting Force, about 75 planes, with 220 officers and 485 sailors, concentrate here for combined maneuvers, gunnery and bombing practices.

The Experimental Division of the Air Station tests all new types of planes with respect to their suitability for landing on board aircraft carriers, and, in the case of seaplanes, their ability to land in heavy seas. This Division also tests new types of planes and equipment to determine their suitability for general service. Part of its work concerns the development of airplane arresting gear in use on board aircraft carriers.

RECEIVING STATION

The Receiving Station serves as a center for forming drafts destined for ships of the fleet, discharges men completing enlistments, issues all commercial transportation for officers and men received and for further transportation, and distributes all enlisted personnel other than recruits to activities of the District.

NAVAL SUPPLY DEPOT

The Supply Depot is used as a base for the fleet and it represents the largest single activity of the Bureau of Supplies and Accounts, handling supplies for the United States fleet, no matter where located, for the European squadrons, Guantanamo, and other operations far and near.

The depot is perhaps the finest example of naval efficiency in the Service, being organized along lines of a business establishment. It occupies 12 warehouses with a total floor space of 55 acres. Naval passengers, baggage and supplies are forwarded through the depot to the Pacific Coast, the West Indies and other ports, transports making scheduled sailings, while supply ships go from the base to all parts of the world. There is a fuel oil depot at the base with a capacity in four tanks of more than 215,000 barrels.





MARINE CORPS ACTIVITIES

The Depot of Supplies assembles equipment for Marines and is prepared to equip men going on expeditions or foreign duty. It is the Marine supply base for all Marine Corps supplies on the Atlantic Coast.

The Marine Barracks is a center for forwarding Marines for the purpose of forming contingents ordered to outlying stations for duty, in addition to policing the Naval Operating Base.

BRIEF FACTS ON THE NORFOLK NAVAL OPERATING BASE

Number of buildings—453.

Number of acres of land—950.

Total investment for buildings and land—\$25,013,758.87. This includes \$2,334,114.64 carried as value of buildings in Plant Account of the Air Station.

Total value of other items of property carried in Plant Account of Base—\$3,856,933.25, of the Air Station—\$791,933.85, Grand total \$4,648,867.10.

Total value of entire plant nearly \$30,000,000.00.

Supplies purchased at Norfolk in excess of \$1,000,000.00 annually.



U. S. Marines in Anniversaries Year Parade, passing Main and Bank Streets, October 12, 1936.

THE NORFOLK ADVERTISING BOARD

The Norfolk Advertising Board is entering its twelfth year of service rendered to the community by reason of the enthusiastic and energetic support given by the business men.

Much of the work performed in the interest of the area was of such character as to qualify for permanent recording to indicate some of the milestones along Norfolk's path of progress. In view of this it is deemed advisable to include in this book extracts from some of the Manager's reports made to the board. The extracts follow:

(FROM 1925-1928 REPORTS)

"The \$300,000 Community Advertising Fund was provided by popular subscription during May, 1925.

"A special committee of fifty-two on June 2, 1925, elected a board of control, with Colonel S. L. Slover, Publisher, Ledger-Dispatch, as Chairman; Mr. Goldsborough Serpell, Banker, then Chairman of the Board, Seaboard National Bank, as Treasurer; and Messrs. T. P. Thompson, Architect and Engineer, Neff and Thompson; E. W. Maupin, Jr., Merchant, Hawks-Maupin Company (Portsmouth), and W. W. Mitchell, Manager, Ford Assembly Plant, as members.

"On July 27, 1925, in New York, the board in a special meeting selected Francis E. Turin, of St. Louis, Mo., as Manager, and the J. Walter Thompson Company, as the advertising agency for the Fund.

"The Board of Control or Governing Board, began its actual work when the Manager reported for duty on August 10, 1925. After nearly ninety (90) days of investigation, the board unanimously agreed that the program in general should be:

- "(a) Advertise for new industries—assist in enlarging the industries already located in the district.
- "(b) Advertise to attract more tourists and conventions to the section.
- "(c) Extend the trade territory.
- "(d) Increase the population by inducing more people to move to the area.
- "(e) Increase the use of the port as a distributing center.
- "(f) Increase the production and sale of sea foods.
- "(g) Increase the production of agricultural, dairy, truck, food products and flowers in the territory.



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L. H. WINDHOLZ, *President*
Norfolk Advertising Board

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- "(h) Increase the shipping done through the port exports, imports, coastwise.
- "(i) Interest capitalists and others in various development projects.

"After taking stock it was decided that booklets, folders, and pamphlets would be required for the initial and follow-up work in connection with the advertising campaign. Numerous attractive pieces of literature were prepared, covering all subjects selected for the program. This work required considerable time due to the fact that in the majority of cases all new photographs and cuts had to be made. Thousands of copies of each booklet, folder and pamphlet were distributed.

CAVALIER AND NORFOLK HOTELS

"Shortly before the Cavalier was ready for business, it was decided by the Advertising Board that the Cavalier should receive particular attention, as it was community built, community owned, and would in a sense be operated almost exclusively from a community standpoint. With this decision came instructions to the Advertising Board's Manager to exert every effort possible to arouse the interest of the carriers and other agencies, in order to take advantage of every opportunity to protect the investment representing nearly \$2,000,000, and immediately the Manager busied himself with the job at hand. As a result of the work done by the Advertising Board on this project, the Cavalier is known among hotel men as one of the best advertised hotels in the country. It is believed in order to state here that it was not the paid advertising alone that did the job—the volumes of literature published by the carriers, the announcements on menu cards, the special copy in Time Tables and regular folders issued by the carriers, the direct mail campaigns conducted by several of the railroads and steamship lines, the "All Expense Trips," the conventions and groups brought to the Cavalier through the efficient Convention Bureau of the Chamber of Commerce, and the cooperation of many of Norfolk's outstanding citizens—all this work aided materially to put the hotel over with the traveling public.

"In connection with the above, it must be kept in mind that the Advertising Board referred to all the leading hotels and cottages in the Norfolk-Portsmouth area, along with the Cavalier, either in newspaper and magazine advertisements or in special folders and booklets.

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H. B. GOODRIDGE, *First Vice-President*
Norfolk Advertising Board

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PHOTOGRAPHIC SERVICE

"The Advertising Board maintained a photographic service for newspapers, magazines, railroads, steamship companies and direct mail work and today, as a result of the service, Norfolk is better known from one end of the country to the other. In many instances the Advertising Board staff recommended style, type faces, and furnished layouts for special booklets, folders and pamphlets for the railroad and steamship companies. A regular routine was followed and no opportunity was overlooked to procure maximum publicity for Norfolk-Portsmouth through these agencies.

INDUSTRIAL ADVERTISING

"The Advertising Board realized the importance of going to work without delay on the first item of the general program—'Advertise for new industries—assist in enlarging the industries already located in the district.' Joint meetings of the Advertising Board and the Industrial Commission were held, and after an investigation or survey which required more than three months, a campaign was worked out by all concerned. It was found that in most instances port facilities and port activities could be featured in the 'copy' and in a majority of cases the lead was 'NORFOLK-PORTSMOUTH—THE INDUSTRIAL PORT.'

"The industrial campaign began in the Fall of 1925 and was continued in sections throughout the period covered by this report.

Full pages and half pages were run in magazines and 200, 300, 480 and 800 line advertisements were run in newspapers. The newspapers and magazines in which the advertisements appeared had a grand circulation in excess of 7,000,000.

RAILROAD AND STEAMSHIP COMPANIES

"One of the objectives of the Advertising Board was that of railroad and steamship company co-operation. In the opinion of many this objective was obtained.

"It was realized by the members of the Advertising Board that the efforts of the board could be notched-up by having the carriers serving this area tie-in on the Advertising Campaign, to induce more tourist traffic to this area.

"Shortly after beginning operations, the Advertising Board furnished a plan to interest the railroad and steamship companies in the highly important work of bringing the tourist dollars to the Norfolk-Portsmouth area, in a major manner.

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Aufenger Photo

G. SERPELL, *Second Vice-President*
Norfolk Advertising Board

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"It was believed that first it would be necessary to demonstrate to the transportation agencies that the Advertising Board would do its share of the work and to show its sincerity in this respect, an ambitious newspaper and magazine campaign was inaugurated and continued through to a successful conclusion by the board. This campaign called for space in some of the leading newspapers and magazines of the country.

RAILROAD AND STEAMSHIP COMPANY COOPERATION AND BOOKLETS, FOLDERS, ETC.

"According to the records, prior to the raising of the \$300,000 Advertising Fund, practically all railroad and steamship company literature—folders, booklets and pamphlets—were published with little or no mention of points in the Norfolk-Portsmouth area. There were a few notable exceptions, however, but even in some of these cases, the reading matter and photographs were out-of-date.

"In order to make it easy for the carriers to cooperate, the board began its work on a photograph, cut and reading matter service.

"The board had indicated that it stood ready to furnish cuts, photographs, and reading matter in order to provide for Norfolk-Portsmouth representation in railroad and steamship company literature and as a result of this particular work, the Norfolk-Portsmouth area is well advertised now throughout the United States, through railroad and steamship company time-tables, folders, pamphlets and special booklets. In many cases, the companies gave the board every opportunity to make suggestions concerning the style or manner in which the area should be featured.

TRADE TERRITORY

"The work to extend the trade territory of Norfolk and Portsmouth was inaugurated during the first year of the campaign. Considerable preliminary work was necessary in order to make the decision concerning the boundaries. The Advertising managers and chief executives of the leading retail establishments of both cities were visited and frequent conferences were held with them in order to obtain information on the territory they covered. Charts were prepared showing the territory of each merchant called on, and finally sections of Virginia and North Carolina were designated as the logical trade territory. The editors of country newspapers, daily and weekly, were asked to furnish the latest information on their respective communities, covering population, road conditions and other important points.

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P. S. HUBER, *Third Vice-President*
Norfolk Advertising Board

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"Schedules for advertisements were worked out to cover the leading daily and weekly newspapers in the trade territory and the urge in the advertisements was 'Come to Norfolk-Portsmouth to Play—to Rest.' The Advertising Board featured the beaches, fishing, hunting, Water Carnival and Regatta, Schneider Cup Race and other Norfolk-Portsmouth events and attractions. The work on trade territory reclamation or extension produced excellent results.

SIGNBOARDS OR OUTDOOR BULLETINS

"In addition to the Tourist and Trade Territory Advertising Campaigns in the newspapers and magazines, the Advertising Board provided for ten (10) large de luxe outdoor bulletin boards, size fifty (50) feet. Representatives of the Advertising Board rode the highways selected as carrying good tourist traffic and spotted locations for the boards.

THE NORFOLK-PORTSMOUTH NEWS BUREAU

"In August, 1925, when the present Advertising Board staff took over the functions of the old publicity department of the Norfolk-Portsmouth Chamber of Commerce, and established the Norfolk-Portsmouth News Bureau with Mr. C. H. Hoofnagle, an experienced newspaper man, in charge, there was nothing that could be called a photograph library covering this section. There were only a number of ill-assorted views collected at random, and not indexed.

"One of the first tasks undertaken by the News Bureau was the building up of a really complete and creditable photograph library. The work was intensified in the beginning and has been going forward steadily ever since. The library now consists of approximately 2,000 master copies covering all points of interest in the Norfolk-Portsmouth section, thoroughly indexed and protected by durable mounting on linen and filing in leather covered albums in a steel cabinet.

"Mr. Henry W. Gillen, President, Acme Photo Company, rendered excellent cooperation on this project.

"When French Strother, Associate Editor of World's Work, was recently in Norfolk he went through the photograph file and enthusiastically declared it to be 'the finest and best arranged collection of photographs he had seen in any Chamber of Commerce from New York to Los Angeles.'

"The News Bureau has also undertaken a number of special

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Aufenger Photo

E. W. BERARD, JR., *Treasurer*
Norfolk Advertising Board

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photographic jobs. For instance, a series showing the crabbing industry from the catching of the crabs through the process of canning and packing was taken for the Bray Studios, to be used in an educational film for showing in public schools.

"The News Bureau has always given special attention to outstanding news events such as the 1925 Princess Anne Golf Tournament, 1925 Water Carnival, Schneider Cup Races, the return of Lindbergh through the Virginia Capes, President Coolidge's review of the Fleet, etc. This work included co-operation with visiting newspaper and press association representatives in making their work easier and impressing upon them the desirability of using the Norfolk date line instead of Hampton Roads, as often used to happen.

"For years the Associated Press had been using 'Hampton Roads' for the date line for items referring to any event, or in covering any particular news for the Hampton Roads area; e. g.—when the Schneider Cup Race was held at Norfolk, the early press dispatches were sent out under a Hampton Roads date line.

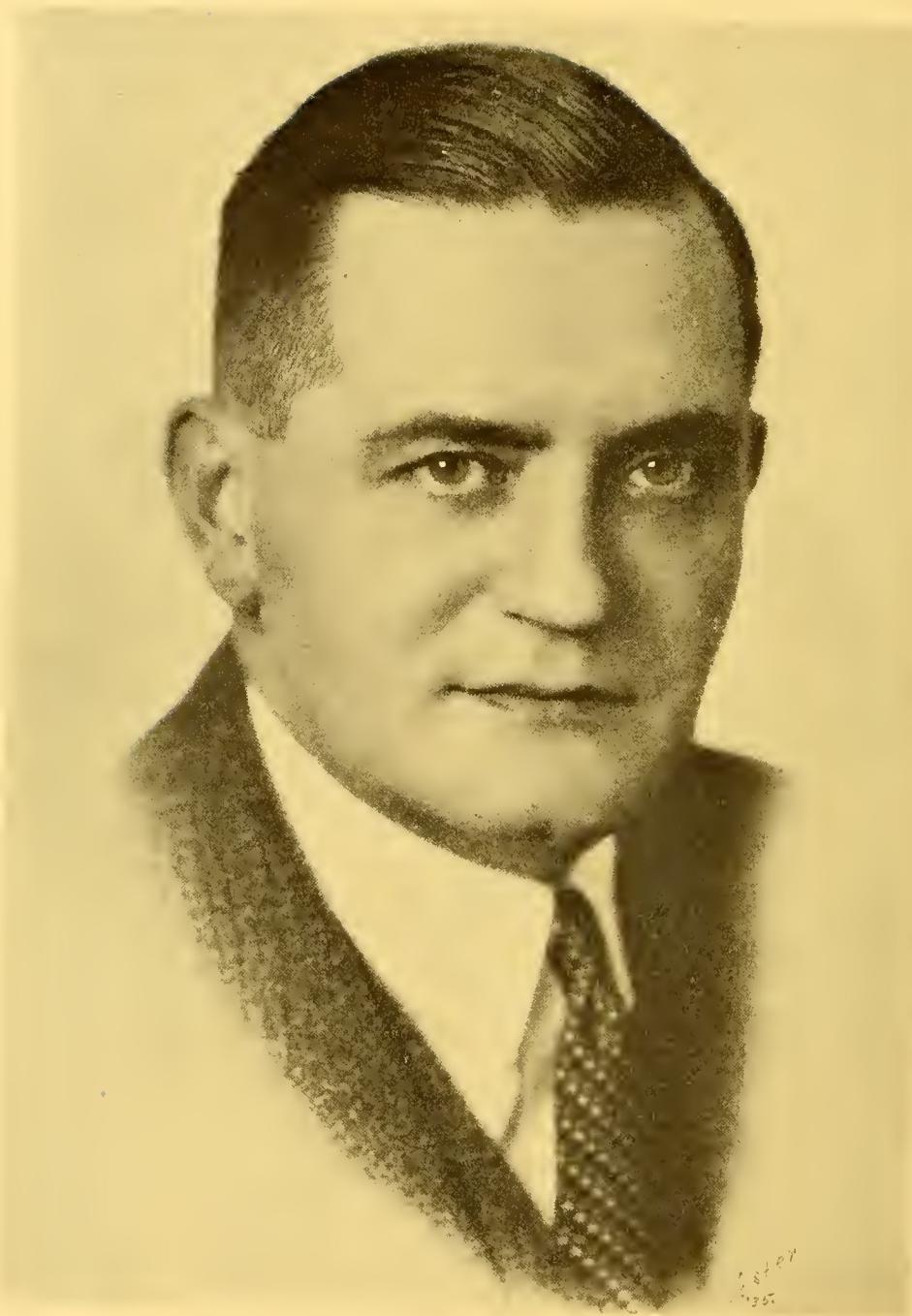
"By careful work it was shown to the Associated Press that it was not fair to Norfolk and also that the news was not correct with such date lines. It was pointed out that Hampton Roads was not a village, town or city but was a water-way, miles wide. As a result of this work the Associated Press notified the manager for the Advertising Board that in the future the city where the event took place would be included in the date line, if the dispatch was filed in such city.

"With this new order, no opportunity was overlooked by the staff of the Advertising Board including the News Bureau, to obtain the date line; e. g.—when Lindbergh returned to the United States he was met at sea by a destroyer carrying the Norfolk party and more than fifty newspaper men, photographers, news weekly photographers and Press Association men. Special arrangements were made with both the Postal Telegraph Company and the Western Union and buses were on hand to rush the members of the party to both offices where the dispatches were filed. Each telegraph company had a typewriter and a table for each reporter and every effort was made by the telegraph companies and the Advertising Board to make it easy for the members of the press party. Needless to state, Norfolk was given the date line.

"When President Coolidge reviewed the Fleet off Cape Henry, the director of the News Bureau, cooperating with the Associated Press representatives, saw to it that a line was run to the historic old lighthouse, and due to this work, the review was reported by

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F. E. TURIN, *Secretary and Manager*
Norfolk Advertising Board

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wire to all papers in the United States, with a Cape Henry date line and short reference to the lighthouse. After the review the representative was rushed to Norfolk where he filed additional items under a Norfolk date line.

"In connection with this it is desired to report that fifty-five reporters and press association men and ten photographers representing the news weeklies and 'movies' were on hand for the review and filed their stories at Norfolk. Again the telegraph companies cooperated and again buses were furnished through the courtesy of the Virginia Electric and Power Company and The Transit Corporation of Norfolk. Several automobiles were also available for dispatch work and motorcycle police were on hand to clear the road to town. Members of the Advertising Board and News Bureau staffs were aboard the U. S. S. Seattle (the flagship) and the Mayflower—the President's yacht.

"Another branch of the News Bureau's work has been to furnish general, historic, shipping, agricultural, and other types of stories on the Norfolk section to trade periodicals, together with pictures and cuts illustrating them. Several hundred magazines have been covered in this way and they have given as a result many thousands of column inches of Norfolk publicity.

"The Bureau has also continued all the functions of the old publicity department of the Chamber of Commerce, answering inquiries and filling in questionnaires of statistical information on this section.

"The News Bureau prepared a complete preface for the latest Norfolk-Portsmouth City Directory and furnished cuts to illustrate it.

THE WATER CARNIVAL AND REGATTA

"The first Norfolk-Portsmouth Water Carnival and Regatta was held here August 18th to 21st, 1926, inclusive. The high points of the program of the Water Carnival and Regatta were as follows:

Wednesday, August 18th

Arrival of King Neptune in the Hague at 2:30 p. m.
Military, Naval, Civic and Fraternal Parade.

Wednesday Night, August 18th

Dinner at Ocean View Hotel in honor of distinguished guests in attendance at the Water Carnival and Regatta.



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Thursday, August 19th

Mammoth Marine Parade, under supervision of U. S. Coast Guard.

Eleven Work Boat Races, Yacht Races, Local Speed Boat Races and Water Bug Races.

Thursday Night, August 19th

"A colorful pageant in the Hague, special illumination of the Hague, coronation of the Queen and Block Dancing.

Friday Morning, August 20th

"Star Boat Races, Schooner Races, Skipjack Races and Batteau Races.

Friday Night, August 20th

"Virginia Beach Night—Carnival and Mardi Gras at the Beach.

Saturday, August 21st

"Speed Boat Races were held. This was the big day. Probably never before had there been as much activity from a sport standpoint in the Eastern Branch of the Elizabeth River. The famous Biscayne Babies, the boats from Florida, were entered in nearly all the races. Hydroplanes of the 510 class and 151 class were also present and entered in the race.

Saturday Night, August 21st

Ball at Ghent Club and fireworks.

THE SCHNEIDER CUP RACE

"The Schneider Cup Race was held here November 13, 1926, and was won by Major Mario de Bernadi, of Italy, at an average speed of more than 246 miles per hour. The race without doubt was the means of obtaining for Norfolk more national and international publicity than ever before had been obtained for the city. Every effort was made to provide for the comfort and convenience of distinguished out-of-town guests. Particular attention was paid to newspaper men and photographers. Representatives from all the New York and other big city newspapers and news syndicates, were in attendance at the race and banquet; in fact representatives from all the leading papers of the world were on hand.

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"The 'get together meeting' held at the Princess Anne Country Club, for the benefit of the visiting newspaper men and photographers proved highly successful. Mayor Tyler, all the members of the Advertising Board and many other leading citizens of Norfolk and Portsmouth were at the meeting and functioned admirably in the interest of Norfolk and Portsmouth, the idea being to see to it that nothing was left undone to demonstrate to the visiting newspaper men and photographers that the Norfolk-Portsmouth area was thoroughly wide-awake and knew how to handle a big party.

"Comments made after the race by prominent Norfolk and Portsmouth citizens indicated that everybody was pleased with the manner in which the affair was conducted. Insofar as the race itself is concerned it has been estimated that more than 200,000 people saw it. Everything went off like clock work. The Navy's co-operation contributed very materially to the success of the affair.

"Concerning the banquet held in honor of the Italian and American pilots, it was quite an event. Cabinet officers, admirals, generals, foreign diplomats and some of the outstanding citizens of the world were present at the banquet. Representatives from Japan, Italy, Siam, France, Canada, and other foreign countries made the affair international. The banquet hall at the Monticello Hotel was filled to capacity, with three hundred and fifty-seven (357) men and women present, at five dollars per plate.

"The Schneider Cup Race was featured in newspapers throughout the world. It was also shown in motion pictures. Everywhere special layouts appeared in the rotogravure sections of the leading papers of the country and Mussolini commented on it in Italy's Congress and decorated the winner.

"At the time Norfolk was selected as the race city, through the efforts of the Advertising Board, America, England, France, and Germany and Italy were in line for the race, but unfortunately England, France and Germany dropped out in turn because of production and other troubles, and on November 13, only the Italian and the American teams were ready for the race. New York, Chicago, Detroit, Cleveland, Los Angeles and Miami were among the cities competing with Norfolk for the race.

"The Italian team, composed of Major Mario de Bernadi (team captain), Captain Arturo Ferrarin, Captain A. A. Guascone Guasconi, Lieutenant Adriano Baculo and Major Aldo Guglielmetti, arrived about two weeks before the race and the members of the team were provided with accommodations at the Monticello Hotel.



Muzio Macchi, foreign representative, Macchi Company of Italy, and fifteen mechanics were also with the team and were quartered at the Naval Base.

"Actual Italian pilots in the race were Major de Bernadi, Captain Ferrain and Lieut. Bacula. American pilots were Lieut. C. C. Champion, U. S. N., Lieut. G. T. Cuddihy, U. S. N., and 1st Lieut. C. F. Schilt, U. S. M. C.

"The manager for the Advertising Board—F. E. Turin—served as Chairman of the General Arrangements Committee. Ex-officio members of the committee—U. S. Naval officers—included Rear Admiral Moffett, Chief of the Navy Aviation Bureau.

FLEET WEEK

(A Chamber of Commerce activity on which the Advertising Board cooperated)

"Fleet Week brought back the days when Norfolk was the rendezvous for warships and the streets of the city teemed with thousands of bluejackets and marines on parade or on liberty. More than one hundred (100) battleships of the first line, cruisers, destroyers, airplane carriers, submarines, mine layers, mine sweepers and tenders with 25,000 officers and men were at Norfolk during Fleet Week and the review by the President on May 30th was an impressive sight and drew additional thousands to Norfolk.

"The Advertising Board printed and distributed an attractive 32-page booklet, with cover in colors, at the hotels, on steamers, and through the railroads and advertised Fleet Week in newspapers on trade territory and tourist schedules, in an effort to draw the crowds to Norfolk. The booklet was later used as a guide on governmental activities in the Norfolk-Portsmouth area owing to the comprehensive manner in which the various subjects were treated.

BRAZILIAN PARTY

(A Norfolk-Portsmouth Chamber of Commerce and Virginia State Chamber of Commerce Activity on Which the Advertising Board Co-operated)

"The manager for the Advertising Board served on this Committee and cooperated to the limit with the Committee. His Excellency Senor Doctor Alarica da Silveira, Secretary to the President and per-



sonal representative of the President of Brazil, and Senor Lindolfe Callor, member of the Chamber of Deputies, National Congress of the United States of Brazil, were in the party.

"An inspection of the Norfolk-Portsmouth area was made by the party and a complimentary dinner-dance was given at the Cavalier Hotel. The party arrived here on March 2nd and left March 4th, 1928.

"Favorable publicity on the visit was given to Norfolk throughout the United States.

NATIONAL INDUSTRIAL CONFERENCE BOARD

"It will be remembered that in December, 1925, the National Industrial Conference Board, made up of representatives from the leading Trade Associations, such as the American Electric Railway Association, The American Hardware Association of Manufacturers and other like organizations and including on its board outstanding business men of the country—Loyall A. Osborne, President, Westinghouse Electric International Company; William H. Nichols, Jr., President, General Chemical Company; Fayette R. Plumb, President, Fayette R. Plumb Company, and John W. O. Leary (then president of the United States Chamber of Commerce)—published several charts in connection with a report covering living conditions in the principal cities of the United States, with Norfolk listed as one of the cities where living costs were highest. One of the charts appeared in the Literary Digest and several items dealing with the charts were sent out over press wires to newspapers in all parts of the United States. This publicity began to react unfavorably on Norfolk, especially so in view of the fact that the first national advertising campaign for new industries had been launched by the Advertising Board.

"No time was lost by the Advertising Board and in order to refute the charges that living costs were unusually high in Norfolk, the manager for the board conferred with U. S. Department of Labor officials, U. S. Chamber of Commerce executives in Washington, and also with members of the staff of the National Industrial Conference Board in New York. As a result of such conferences the manager for the Advertising Board prepared a thirty-two page report on the subject, with tables showing that evidently through inadvertence several mistakes had been made in various other reports made on conditions in more than thirty cities, and further, that the chart instead of showing living costs really showed living standards and that because of this fact Nor-





folk was being penalized by representatives from the railroad and steamship companies.

"The manager for the Advertising Board, acting as advertising agent or as advertising counsellor, cleared through the Convention Bureau on the All-Expense Tours. The Convention Bureau was established and the set-up permitted the Advertising Board to turn to on this work without any loss of time. Mr. Fairfield H. Hodges, the director of the Convention Bureau, reported that 23,874 men, women and children in 185 groups visited Norfolk from the time this work began to July 30, 1928.

"Special folders were prepared by the carriers in many instances and cuts were furnished by the Advertising Board for such folders. Visiting ticket agents were greeted cordially when they visited Norfolk and sightseeing trips were arranged for them. Photographs were furnished to field representatives for use in solicitation work and colored slides showing scenes at Norfolk-Portsmouth, Yorktown, Jamestown, Williamsburg, Ocean View, Cape Henry and Virginia Beach were made to be projected on screens used in lectures before school groups.

THE CONVENTION BUREAU

"The Advertising Board cooperated with the Convention Bureau to the fullest extent. A special booklet was prepared for the bureau by the board. The News Bureau handled the publicity for the conventions and prepared special articles for publication published by or for the organizations that had selected Norfolk as the Convention City. In several cases direct-mail campaigns on conventions were conducted by the Advertising Board and Convention Bureau working together. Branch information booths were operated at the hotels for large conventions. Also in a few cases the Advertising Board, in an effort to stimulate attendance, placed special advertisements in publications suggested by the director for the Convention Bureau.

TIDES AND STRIDES

"At a Chamber of Commerce board meeting in July, 1927, the manager for the Advertising Board recommended that a Norfolk-Portsmouth Chamber of Commerce magazine be published monthly, to inform the members of the Chamber of Commerce of the work being done by the Chamber in its various departments and by allied agencies.

"A check on the subject was made and it was found that nearly all Chambers of Commerce in the United States were publishing monthly





or semi-monthly magazines and the manager for the Advertising Board was appointed Chairman of the Publication Committee with authority to publish a Chamber of Commerce magazine without cost to the Chamber.

"It was not an easy job to put the idea over in view of the many difficulties faced. However, after a few weeks' work and many personal calls, the manager was able to report that more than thirty contracts to run for one year and calling for space representing an income of \$3,000 or \$1,400 more than required for an ordinary one-color job with cheap paper, had been obtained. The manager at this time also reported that at his request the Retail Merchants Association had endorsed the idea.

"It was decided to publish the magazine each month and accordingly the magazine made its first appearance in August, 1927, less than thirty days after the meeting of the board at which the project had been authorized.

"The manager named the publication "*Tides and Strides*"—"*Tides*" for Norfolk's harbor and port activities and "*Strides*" to call to mind the giant steps forward during the last few years.

RADIO

"The Advertising Board used the radio for advertising and in the opinion of the manager radio advertising paid and offers excellent opportunities for Community Advertising, although it was not possible to obtain an accurate check on the results from a national standpoint. Locally, the programs were highly successful and much good work was done by the Radio Committee along these lines—members of the Chamber were told what the Chamber was doing; residents of Norfolk-Portsmouth were told why they should boost for the Norfolk-Portsmouth area and out-of-town guests and speakers at Chamber of Commerce and other meetings were introduced to the people of Norfolk and Portsmouth via the radio.

KNOW NORFOLK CAMPAIGN

"The Advertising Board cooperated with the Real Estate Board and the Chamber of Commerce on the Know Norfolk Campaigns. The first campaign (1927) was designated as the 'Know Norfolk-Portsmouth and South Norfolk Campaign.' The second campaign (1928) was designated as the 'Know Norfolk Campaign,' it being believed by the Committee that the term 'Norfolk' covered the whole territory.





"Both campaigns lasted one week and were successful. Motion pictures, radio, newspapers and bulletin boards were used during each campaign. Special statistics prepared by the Advertising Board were used by speakers at the schools and also at meetings of the civic clubs. A trip on the Belt Line was a feature of the 1928 campaign and more than one hundred (100) Norfolkians learned a lot about Norfolk as an industrial center through this trip.

TOURIST INFORMATION BUREAU

"Not so many years ago the Norfolk-Portsmouth area was practically unknown as a tourist center. Today, this section of the country is known throughout the United States and many parts of the world as 'The Ideal All-Year Playground.' It required hard work on the part of everybody to accomplish this, along with practical methods and persistent and intensive efforts.

"The tourist industry means millions of dollars yearly in new business for the two communities so closely linked together. One has only to note the yearly increases in hotel arrivals to understand how valuable this business is to Norfolk and Portsmouth and the other small cities in this part of America.

"From June 1, 1925, to July 31, 1928, the Tourist Information Bureau and its branches and the Direct Mail and Literature department of the Advertising Board, answered more than 200,000 inquiries.

LOCAL NEWSPAPERS

"The Ledger-Dispatch, the Virginian-Pilot and the Portsmouth Star rendered invaluable service to the community by co-operating with the Advertising Board in its work. Commendation is due the newspapers especially on account of the manner in which releases were made to the Associated Press, and also because of how they covered the various campaigns launched by the board. Few people in Norfolk and Portsmouth realize that any one of the papers would be a credit to cities thrice the size of Norfolk or Portsmouth.

(FROM REPORT OF 1929-1936)

"The board is still functioning under the original productive policy adopted in 1925. The present members are: L. H. Windholz, President; H. B. Goodridge, 1st Vice-President; G. Serpell, 2nd Vice-President; P. S. Huber, 3rd Vice-President; L. W. Berard, Jr., Treasurer; F. E. Turin, Secretary and Manager.





"The Atlantic Coastal Highway Association headquarters have been moved to Norfolk and as a result of the board's representation the route via Cape Charles has been designated as the original route. To date, approximately \$20,000 has been spent by the Advertising Board and its cooperating agencies—bridge and ferry corporations—to popularize the highway.

"Approximately \$2,000,000 in collateral advertising was generated by the Advertising Board. This advertising was developed through the Administration or Executive Department of the board, under the direction of the board and manager.

"Full credit must be given to the railroads, the steamship lines, the bus lines, hotels, bridge and ferry corporations and other agencies which spent the money on the collateral advertising.

"For the benefit of those who do not understand what is meant in this instance, collateral advertising is that advertising which the carriers and other agencies place and pay for direct in cooperation with the Advertising Board.

"In 1924, the year before the board began its work, the collateral advertising for all agencies as referred to was less than \$50,000. The greatest year—1929—it amounted to approximately \$350,000; from 1925 to the summer of 1936 the total amount was in excess of \$2,300,000.

"The Advertising Board operates a special department for this work and in many instances actually outlined newspaper advertising campaigns and furnished plates (electrotypes, halftones, etc.) and photographs, for use in booklets, folders, and pamphlets for the follow-up work.

"Of the total amount of money paid in to the Advertising Board on subscriptions since 1925, more than \$200,000 was spent on Industrial and Port Development work. Newspaper and magazine advertising campaigns were conducted in many of the leading newspapers and magazines of the country—more than 50.

"The Advertising Board will continue to manifest a keen interest in Industrial and Port Development work and will be guided by the Norfolk-Portsmouth Industrial Commission and the Norfolk Port Traffic Commission, as it has in the past. Concerning Trade Territory work, the Advertising Board spent in excess of \$100,000 in developing the trading area of Norfolk. Special advertising campaigns were carried at times in more than 40 of the country newspapers and special mailing lists of shoppers were made up for special direct-mail campaigns. Concerning this, the Advertising Board made the first

complete published survey on Norfolk's shopping area, covering 16 counties and five cities in Virginia and 16 counties and one city in North Carolina.

"More than 1,700 various advertisements were placed in 322 different publications with an estimated reader circulation of 32,278,510. The Advertising Board also used radio stations for advertising purposes and also used outdoor bulletin boards—or signboards as they are commonly called. Altogether, more than fifty signboards were used for highway advertising.

"Another outstanding accomplishment of the Norfolk Advertising Board and one very closely related to Tourist Work is what has been done to secure national publicity for Norfolk, Portsmouth, Ocean View, Virginia Beach, Cape Henry and other Norfolk area points.

"A total of 11,045,062 lines of favorable publicity were secured. Figured at an average cost of 30 cents per line this means that the actual money value of the space given without charge to the board because of its publicity efforts was \$3,313,518.

"More than 34,000 feature articles and news items alone were written and released by the manager of the board and publicity assistants, since the board was organized in 1925. A total of 44,758 photographs of all sizes of Norfolk area points and places were furnished to the Associated Press News Picture Bureau, Acme, Wide-World, Underwood and Underwood, etc., and publishers, including The Saturday Evening Post, National Geographic Magazine and to colleges, grade and high schools and such newspapers as the New York Times, New York Herald-Tribune, St. Louis Globe Democrat, Detroit Free Press and other big city newspapers.

"The board furnished 24,642 cuts, electrotypes, halftones, plates and 'mats' to various agencies who used the material in booklets, folders, etc.

"The Advertising Board is on the job day in and day out, for Norfolk. No opportunity is overlooked to keep Norfolk on the map.

"The Tourist Industry is one industry which offers immediate results. More than \$30,000,000 is invested in resort properties, in the Norfolk area, on this side of the water.

"The railroads, the steamer lines, the hotels, and other agencies with a direct interest in the tourist industry here are among the larger taxpayers on the City of Norfolk tax lists.

"Everybody profits. The tourist dollar spreads over the whole city. The population of Norfolk is only 129,710 and if the retail





merchants of the community had to depend on local business only, a lot of them would be forced to go out of business.

"The transportation agencies, the hotels, the amusement enterprises, all lines of business depending almost entirely on tourists for business, employ thousands of local people who live here day in and day out—and these people because of the tourists, draw their wages and in turn spend their money at the Norfolk stores for food, clothing, rent, gas and electricity, etc.

"The United States Department of Commerce gives the distribution of the tourist dollar as follows: To the Retailer, 25%; For Food, 20%; For Hotel Accommodation, 17%; For Gas, Oil, etc., including Garage, 12%; For Transportation, 10%; For Amusement, including Theatres, 10%; For Candy, Confectionery, etc., 6%.

"Roger Babson, in commenting on the Advertising Board's Tourist work, said:

"'Norfolk has been far-sighted. You have recognized changes in the habits of a nation. You have established and cultivated the industry, and your success is most encouraging. By making Norfolk a tourist center you have not only brought in new wealth and activity, but at the same time have made your community advertise its permanent advantages to all visitors who have enjoyed its temporary hospitality.'

"From the statistics furnished to me, it is evident that the careful planning and vigorous execution of your campaigns are bringing very tangible results."

NORFOLK-PORTSMOUTH CLIMATE

Winds from the northeast and southeast, passing over large bodies of water before reaching the shores, coupled with the proximity of the Gulf Stream, are contributing factors in the delightful all-year climate of Norfolk-Portsmouth.

Statistics of the United States Weather Bureau show the following:

Mean Annual Temperature.....	59.4 degrees
Mean Spring Temperature.....	57.2 degrees
Mean Summer Temperature.....	76.8 degrees
Mean Autumn Temperature.....	61.6 degrees

The average number of days without rain is 240 a year, while the sunshine in summer is 59 per cent of the possible time, and in winter 53 per cent of the possible time.



A FEW ACCOMPLISHMENTS BY NORFOLK ADVERTISING BOARD
SINCE IT WAS ESTABLISHED IN 1925

National Publicity secured through Norfolk News Service—Lines	11,045,062
Conservative estimate of value of publicity received	\$3,331,518
Collateral Advertising	\$2,470,000
Feature articles and items written for newspapers and magazines	34,100
Photographs furnished to newspapers, magazines, news photograph agencies, etc.	44,758
Electrotypes, halftones, other plates and mats furnished to newspapers, magazines, publishers, etc.	24,642
Number of out-of-town inquiries answered by Advertising Board and all board departments	356,791
Booklets, folders, maps, pamphlets, etc.—158 different kinds—published and distributed by Advertising Board—pieces	5,261,500
Booklets, folders, pamphlets, maps, etc., furnished to Advertising Board by other agencies (furnished without cost to the board and featured Norfolk and Norfolk area points), pieces distributed	10,562,108
Advertisements placed by board—in newspapers and magazines	1,761
Circulation of publications in which Norfolk advertisements appeared	32,278,510
Signboards used	50
Individual requests handled by manager's office and not included in other figures (Information on trade territory, other statistical information, etc.)	10,042
Number of agencies contacted and solicited for cooperation in developing Norfolk as a resort area—travel bureaus, railroads, steamer lines, bus lines, etc.	2,302
Estimated number of visitors brought to Norfolk area through Advertising Board's work (for stay of at least one day)	5,000,000
Radio Advertising, programs	206

What Captain John Smith said about Norfolk-Portsmouth in 1607.

"Within is a country that may have the prerogatives over the most pleasant places of Europe, Asia or Africa. Heaven and Earth never better agreed to frame a place for man's habitation. The mildness of the air, the fertility of the soil, and the situation of the rivers are so propitious to the use of man that no place is more convenient for pleasure, profit and man's sustenance under any latitude or climate. The vesture of the earth doth manifestly prove the nature of the soil to be lusty and very rich."

THE NORFOLK ASSOCIATION OF COMMERCE

Authentic records show that Norfolk had the benefit of a commercial organization—a Chamber of Commerce—more than a hundred years ago. In 1801 a Chamber of Commerce was formed, and since that time, with perhaps a break or two, Norfolk has had its organized manpower for its commercial, industrial and civic development.

For years, the old Norfolk Board of Trade functioned in this capacity, however, it was more of a social club than a Chamber of Commerce. These business men awoke to the needs of a highly specialized work and on May 12, 1913, a charter was granted to the Chamber of Commerce-Board of Trade, Inc., of Norfolk. The late F. S. Royster was the first president of this newly-formed organization. Following Mr. Royster, who served one year, May 1, 1913-April 30, 1914, with a splendid record in the leading position, were, the late Barton Myers, who served as president from May 1, 1914, to December 31, 1918; Senator John A. Lesner from January 1, 1919, to December 31, 1920; Henry G. Barbee from January 1, 1921, to December 31, 1922; H. H. Rumble from January 1, 1923, to December 31, 1923; Thos. P. Thompson from January 1, 1924, to December 31, 1925; Leon T. Seawell from January 1, 1926, to December 31, 1927; the late Dr. Southgate Leigh from January 1, 1928, to December 31, 1929; J. C. Nelms, Jr., from January 1, 1930, to December 31, 1931; and, A. B. Schwarzkopf, the present incumbent, who took office January 1, 1932, and is now serving his fifth term as president.

The name of the organization remained Norfolk Chamber of Commerce-Board of Trade until May 17, 1918, when the charter was amended and the name changed to the Norfolk Chamber of Commerce. On November 20, 1922, it was again changed to Norfolk-Portsmouth Chamber of Commerce. It is understood there was no Chamber of Commerce in Portsmouth at that time and leaders in both cities endeavored to build up the organization to serve both Norfolk and Portsmouth. The membership was increased materially through the support of Portsmouth business interests; however, at a later date, the Portsmouth Chamber of Commerce was organized and accumulated strength and force in that city and is today one of the most outstanding commercial organizations in the State.



A. B. SCHWARZKOPF

President Norfolk Association of Commerce; President Hampton Roads Maritime Exchange; Vice-President National Bank of Commerce; Honorary Vice-President Norfolk Chapter Isaac Walton League of America; Vice-President Virginia Atlantic Deepwaterways Association; Manager Norfolk-Portsmouth Clearing House Association; Treasurer Virginia Seashore State Park Association; Past President Virginia Bankers Association; Past President Norfolk Country Club; Past Delegate State Chamber of Commerce, Fourth Pan-American Congress, Washington, D. C.; Selected as outstanding citizen for Cosmopolitan Club Distinguished Service Medal for year 1936.

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The fact that the nature of the name of the Norfolk organization caused a little confusion and tended to indicate the Portsmouth Chamber was a subsidiary of the Norfolk organization, thereby doing the Portsmouth group an unforeseen and inadvertant injustice, and with the realization that the great worthiness of that organization entitled it to every cooperation possible, the directors of the Norfolk Chamber caused another amendment of the charter September 14, 1932, bringing about another change in the name to Norfolk Association of Commerce as the organization is at present designated.

When the Norfolk Chamber of Commerce was formed in 1913—Norfolk Board of Trade—the first secretary was E. L. McColgin. At that time, W. A. Cox, at present Director of the Port for the Virginia State Port Authority, was Traffic and Industrial Manager. Following Mr. McColgin's resignation in 1914, Mr. Cox was appointed Secretary and served in that capacity until May, 1924, at which time he resigned to follow other lines. Following Mr. Cox as secretary came A. R. Gould from the Portsmouth organization, who served for one year. In 1926 the late Fred B. Brunyate was appointed secretary and served until late in 1927, at which time he resigned to go in business for himself.

In February, 1928, W. S. Harney, then assistant to the manager of the Jacksonville (Florida) Chamber of Commerce, and a native of North Carolina, was selected for secretary and is the present incumbent. The title of the position was changed to Secretary-Manager in 1928.

The organization has always been aggressive and forceful in giving expression to the collective reasoning of a very high class cross-section of the business and professional business structure of this area. Its history and accomplishments, during the World War period, and since, would make a book of intensively interesting facts. It stands for the best and its programs, especially that of the present, place it at the top in the business of community development in all its phases.

Outstanding among the departments operated by the Association of Commerce is the Convention Bureau, Fairfield H. Hodges, Director.

The Association has a ground floor located at 107 West Main Street—in the Talbot Building at the foot of Granby Street—easily accessible to visitors and members.

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THE NORFOLK PUBLIC LIBRARY

By MARY D. PRETLOW

The Norfolk Library came into being during one of the most depressing periods of the city's history—a little more than five years after the close of the Civil War. The four years of the war had left their devastating mark on property and souls—the five years that followed had been filled with the bitterness of local government by Northern men; with the unavoidable clash of two races so lately master and slave; with poverty and conditions that gave little hope for the future. A group of prominent men met at the City Hall August 18, 1870, and organized a stock company under the name of the Norfolk Library Association. Its officers were Dr. Samuel Selden, President; J. F. Welborne, Vice-President; R. W. Byrd, Secretary; T. R. Borland, Corresponding Secretary, and George Chamberlaine, Treasurer. T. B. West was appointed Librarian.

All members of the Library, with the exception of the stockholders, were required to pay a fee of \$5.00 per year. Members were entitled to the privilege of withdrawing one book at a time for a period of ten days. Any member taking a book out of the library without having it charged against his name was fined one dollar for each offense. The first home of the Library was the second floor of the Academy building. It was moved later to the new Y. M. C. A. building on Main Street, and still later to the Newton House at the corner of Granby Street and College Place, where it remained until moved to its present location.

The books were carefully selected—much time being given to this by both Librarian and Board of Directors. And from the very beginning there was a fine list of magazines—English and American.

But the Library did not prosper—its only source of income was its membership fees, and through these it was caught in a circle—no new subscribers—no new books; no new books—no new subscribers. The stockholders met and decided to make some changes. The name of the library was changed to The Norfolk Public Library, and it was incorporated under that name by act of the General Assembly February 12, 1894. The affairs of the Library were vested in a self-continuing Board of fifteen directors, from whom and by whom the officers were to be elected. Colonel William Lamb was elected President of the Board of Directors.

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THROUGH THE YEARS IN NORFOLK



In the meantime several persons had held the position of librarian. Mr. West had been followed by Miss Nina Tunstall, she by Miss Nannie E. Smith, and she in turn by Miss Fanny Garnett. Miss Garnett was succeeded by Mr. William Henry Sargeant in March, 1895.

Mr. Sargeant brought to the position business training combined with a fine knowledge of books. Under him the Library acquired many rare items of Virginiana, and the general collection of books was strengthened. That year—1895—the city made its first appropriation to the Library—\$750.00 for the last six months of the year. About this time Andrew Carnegie was demonstrating his belief in education by presenting libraries to towns and cities of America. Mr. Sargeant urged the Board to apply for aid to establish a free public library in Norfolk. In February, 1901 the Board decided to act and two of its members—Mr. John B. Jenkins and Mr. Barton Myers, acting then and afterwards for the Board, applied to Mr. Carnegie for a grant for a library building. Within a week an answer was received. Mr. Carnegie offered to give \$50,000 for a building on condition that the city would provide a site and guarantee the maintenance of the Library. The city agreed



CENTRAL BUILDING—NORFOLK PUBLIC LIBRARY

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to guarantee the required maintenance and the daughters of Dr. William Selden, the second president of the Library offered to donate a site as a memorial to their father. This offer was brought to the Board by Major J. W. Grandy, whose wife was one of the donors. The site offered was at the corner of Freemason and Thomas Streets and was considered excellent. The plans for the building were drawn by Herbert D. Hale of Boston. On Thursday, October 8, 1903 the cornerstone of the new building was laid under Masonic auspices by Owens Lodge, of which the Librarian's son, William H. Sargeant, Jr., was Worshipful Master. The new building was thrown open to the public, without special ceremonies, on November 21, 1904. It was a *free* public library.

Some months before this Colonel Lamb had resigned as President of the Board and Captain John L. Roper had been elected to succeed him. The Librarian's report for 1904, the year the new Library was opened showed that the Library had 2,712 members, with 11,403 books for their use, and that these books had a circulation of 34,225. Thirty years later—1934—the city's population numbered 129,710. The Library reported for that year 50,972 members, with 80,833 books for their use, and that these books had a circulation of 385,747.

The Library received several important gifts besides that of the Main Library and its site; Miss S. E. Taylor, who died in 1900 had left a legacy of \$2,000; Mr. H. D. Van Wyck left a provision in his will for the purchase of "A lot in the City of Norfolk, Virginia, for the purpose of having erected thereon a building for a public library." E. W. James, a director of the Library and well known for his Lower Norfolk County Antiquary gave many books. (When he died in 1908 his will provided a legacy of \$1,000 for the Library.) Mr. Carrington Grigsby and his sister, Mrs. W. W. Galt, donated the valuable Grigsby collection of Norfolk newspapers.

The Board decided to use the Van Wyck bequest to purchase a site for a branch library, and with that end in view acquired a site on 15th Street opposite Maury High School.

Application was made to Mr. Carnegie, who agreed, upon the same conditions as those in his first bequest, to give the sum of \$20,000 for a branch library. The plans for this building were drawn by Ferguson, Calrow, and Wrenn.

The building, the first branch library—was opened May 15, 1916, and was called the *Van Wyck Branch*.

Mr. Sargeant died on March 23, 1917. He had come to a small library of limited use and had seen it grow into a strong institution





whose influence was felt throughout the city. It was as a memorial to Mr. Sargeant that the Board later set aside in a special room to be known as the *William Henry Sargeant Memorial Room* the Library's important and valuable collection of Virgianiana.

In May, 1917, Mary D. Pretlow was appointed Librarian. The country was at war and Norfolk was filled with sailors and soldiers. The city was ringed about with camps, forts, Naval and Marine bases, training stations, embarkation camps, and ammunition depots. The Library "public" was taking second place to the needs of the men in uniform. Camps, bases, and transports were clamouring for reading matter. The people of Norfolk gave thousands of books and tens of thousands of magazines. All of these had to be sorted and packed for delivery at many points, and this was done by the Librarian and members of the staff, working with details of sailors.

In September, 1918 the Librarian was granted a leave of absence for overseas work with the Y. M. C. A., and Janet Carter Berkley, First Assistant in the Library was made Acting Librarian until the Librarian's return a year later.

Miss Berkley developed and carried on the war work as well as the regular work of the Library.



VAN WYCK BRANCH—NORFOLK PUBLIC LIBRARY

Site given by H. D. Van Wyck of Norfolk. Building given by Andrew Carnegie



Captain Roper died June 24, 1921, and Mr. Robert M. Hughes was elected President of the Board.

The *Berkley Branch*, serving a section separated from the rest of the city by the river and a toll bridge, was opened April 20, 1921. The same year—July 19—the *Blyden Branch* was opened for the benefit of Norfolk's large Negro population. This branch was the first library for Negroes supported by a municipality to be opened in the State. It was fitting that this forward step should have been taken by the oldest public library in Virginia. Both of these branch libraries as well as the four that were to follow, were opened by the Library at the direction of the City Council.

The following year—April 26, 1922, a branch was opened in *Brambleton*, a section that, like Berkley and Ocean View, was an independent town before its annexation to Norfolk.

The *Ocean View Branch*, situated in the very heart of a popular seaside resort and more than seven miles distant from the Main Library was opened July 21, 1923. The same year—September 24—the *Tanner's Creek Branch* was opened in the Larchmont section.

The *Lafayette Branch*, the seventh and last branch, was opened July 1, 1930.

When the Library was organized in 1870 Norfolk was a city of 19,229 persons. The Library has grown with the city, but its greatest period of growth came with the opening of the branch libraries. Books were within reach of a largely increased number of people. The year of the Library's greatest activity, aside from war time, was 1932 when the reading rooms were always crowded beyond their capacity and when the circulation reached its highest point—nearly half a million.

The Main Library is delightfully situated on an old residential street, from its west windows one looks out across a lovely garden to the blue waters of the harbor. But this location once admirable for a city of 46,000 people is now quite outside the lines of traffic, and a city grown to 130,000 finds it difficult to reach.

The city has been fortunate in the high type of men that have always formed the Library's Board of Directors, and the Library has been fortunate in that the city which supplies the entire revenue of the Library, has never suggested an appointment. Politics play no part in the management of the Library nor in the selection of its staff.



NORFOLK ANNIVERSARIES YEAR COMMITTEES

The Honorable W. R. L. Taylor, *Mayor, City of Norfolk, Honorary Chairman.*
F. E. Turin, *General Chairman.*
A. H. Foreman, *Vice-Chairman.*
W. H. T. Squires, *Vice-Chairman and Historian.*
E. W. Berard, Jr., *Treasurer.*
Charles Day, *Poet Laureate.*

HONORARY MEMBERS OF COMMITTEE:

T. P. Thompson, *City Manager.*
J. D. Wood, *Member, City Council.*
H. L. Butler, *Member, City Council.*
J. A. Gurkin, *Member, City Council.*
J. W. Reed, M.D., *Member, City Council.*
George C. Coleman, *Chairman, Norfolk County Board of Supervisors.*

EXECUTIVE COMMITTEE (*Also includes officers*):

L. H. Windholz, H. B. Goodridge, P. S. Huber, G. Serpell, E. W. Berard, Jr., Charles J. Consolvo, Miss Lillian Johnson, Robert M. Hughes, Jr., A. B. Schwarzkopf, W. S. Harney, J. Frank Bell, Taylor Willis, D.D., George N. Badran, F. H. Hodges, Otto Wells, Mrs. Frantz Naylor, Mrs. R. W. Shultice, Karl C. Edwards.

COMMITTEE ON ANNIVERSARIES BOOK:

F. E. Turin, M. E. Bennett, W. H. T. Squires.

PUBLICITY COMMITTEE:

P. S. Huber, Winder R. Harris, Thomas A. Hanes, *Co-Chairmen.*
Campbell Arnoux, Louis I. Jaffe, Douglas Gordon, H. D. Perkins, N. R. Hamilton, Joseph A. Leslie, Jr., W. E. Debnam, F. E. Edgar, Charles Riley and W. N. Cox, *Members.*

SCHOOL PAGEANT EXECUTIVE COMMITTEE:

C. L. Robinson, A. P. S. Robinson, J. J. Brewbaker, Miss Lucy S. Saunders and E. S. Brinkley, *Co-Chairmen and Executive Committee, including Dr. W. H. T. Squires, E. S. Brinkley and Mrs. J. D. Leitch (Mary Sinton Leitch); Special Committee on Story and Poetic Monologue: Miss Rose Willis, Pageant Director; Miss Virginia Hardin, Narrator.*

SPECIAL COUNCIL MEETING COMMITTEE:

W. S. Harney and John D. Corbell, *Co-Chairmen.*

CELEBRATION PARADE COMMITTEE:

R. W. Webb, *Chairman and Grand Marshal.*
C. B. Borland and F. E. Turin, *Co-Chairmen.*
J. G. Moore, A. Obici, Hugo Bernagozzi, Samuel G. Jones and Tony Lagiglia, *Assistant Marshals.*

SPEAKERS' COMMITTEE (*Organized by Junior Chamber of Commerce*):

Louis M. Saunders and George N. Badran, *Co-Chairmen.*
Louis Kesser, Winston W. Wynne, Michael Lagiglia, Gordon E. Campbell, Louis Lee Guy, LeRoy M. Ober, Walter Hoffman and Albert Hawkins, *Members.*

1636
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— THROUGH THE YEARS IN NORFOLK —



FOREMAN FIELD COMMITTEE:

A. H. Foreman, T. P. Thompson, John D. Corbell.

TRANSPORTATION COMMITTEE:

C. U. Freund, R. S. Barrett, C. R. Welton, W. B. Dougherty, A. S. Johnson,
R. J. Throckmorton, Henry Miller, E. F. Railsback.

ARMISTICE DAY COMMITTEE:

S. R. Heller, *Chairman*.

Thomas C. Dugan, Allen M. Cook, W. P. Boehmer, Paul Decker, L. R.
Brown, John Ray, F. H. Cox, T. V. Williamson, George Loeb, Wade
Morton, Henry W. Gillen, John Twohy, II, Alex N. Bell, M. H. House,
J. A. Lanier, Jr., *Members*.

COMMITTEE ON STREET DECORATIONS:

F. H. Hodges, *Chairman*.

COMMITTEE ON NORFOLK COMMEMORATIVE 50-CENT PIECE:

F. E. Turin, *Chairman*.

COMMITTEE ON PROGRAM FOR COLORED PEOPLE:

James E. Smith, *Chairman*.



Mr. Bryan (applauding), Mayor Taylor (at extreme left), Mr. Foreman (standing at right),
City Manager Thompson (center and also applauding), and other distinguished guests and mem-
bers of Committee at Foreman Field, October 3, 1936.

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1936





NORFOLK ANNIVERSARIES YEAR PROGRAM

(COMMEMORATING 300TH ANNIVERSARY OF ORIGINAL NORFOLK LAND GRANT
AND 200TH ANNIVERSARY OF CREATION OF NORFOLK AS A BOROUGH)

1936

- SEPTEMBER 15— Special program at City Council meeting in City Auditorium, at 3:00 p. m. Parading and presentation of Historic Norfolk Mace presented by Lieutenant Governor Dinwiddie in 1753. Address by the Honorable W. R. L. Taylor, Mayor, City of Norfolk and others. Musical selections.
- SEPTEMBER 15— Airplanes in maneuvers over city—just prior to City Council meeting.
- OCTOBER 3— Dedicatory ceremonies at new William and Mary Stadium, with seating capacity of 18,000 (2:00 p. m.). His Excellency, the Governor of Virginia, and other distinguished guests will be present.
- OCTOBER 3 William and Mary-University of Virginia Football Game—new stadium—2:30 p. m.
- OCTOBER 3— At 8:00 p. m.—12th Street Armory—Subscription Dance in honor of William and Mary College. Junior Chamber of Commerce in charge of arrangements.
- OCTOBER 2, 3, 4— Special services in churches and synagogues of Norfolk.
- OCTOBER 6— Colorful pageant at William and Mary stadium. To be staged by Norfolk Public Schools and to depict principal historical Norfolk events from time Original Norfolk Land Grant was issued. Cast of more than 1,000 men, women and children.
- OCTOBER 7, 8, 9— Program for colored people—to be arranged by committee of colored men and women.
- OCTOBER 10, 11, 12—Convention of 29th Division Association Drum and Bugle Corps competitions at William and Mary Stadium on October 11th.
- OCTOBER 12— Celebration Parade—20 divisions, including one with floats—Army, Navy, Marine Corps, Coast Guard, National Guard, American Legion, Veterans of Foreign Wars, Spanish American War Veterans, Disabled War Veterans, patriotic societies and others participating. Parade gets under way at 11:00 a. m. Street decorations will be hung by October 2nd and will remain up until after the parade on October 12th.
- NOVEMBER 11— American Legion Armistice Day Celebration at William and Mary Stadium at 8:00 p. m. Committees from 40 and 8 in charge of arrangements. Special program includes one hour of fireworks.

1937

- SPRING OF 1937— Festival. Date to be set. Will include Home-coming Period for all former Norfolkians.
- SUMMER OF 1937— Water Carnival, including boat races and swimming events.



THE CITY COUNCIL MEETING ON SEPTEMBER 15, 1936(REPRINTED FROM NORFOLK *Virginian-Pilot*)

Recalling that it was exactly 200 years ago yesterday that a royal charter was granted, creating the Borough of Norfolk, Mayor W. R. L. Taylor yesterday led an official city celebration in the City Auditorium in honor of that event and of the 300th anniversary of the original land grant.

Mayor Taylor, who traced the history of the forms of city government for Norfolk, was joined by the Rev. W. H. T. Squires, D.D., historian, in praising and relating the events which have led Norfolk to her present greatness.

In colorful ceremonies in a brightly decorated City Auditorium and before approximately 1,500 people, more than half of whom were school children, the two speakers cited the high lights of the city's history and pointed with pride to the historic Norfolk City Mace, the gift of Lieut. Gov. Robert Dinwiddie in 1753, on display with other relics on the speakers' stand yesterday.

The celebration was a bright and colorful affair from the first. Practically all seats were taken as the Norfolk Firemen's Band played a lively air and three uniformed police officers led the official procession into the auditorium. They carried the flags of the United States, Virginia and Norfolk. Back of them was another officer with the mace.

Then Mayor Taylor and Mr. Corbell marched to the front, followed by Councilmen J. W. Reed, J. D. Wood, Hugh L. Butler and John A. Gurkin. The audience stood. In the official party near the front were staff officers from the French cruiser now in port. Hundreds of school children craned their necks to see the mace, the bright flags, the various officials and the uniformed naval officers.

The Rev. Vincent C. Franks, D.D., rector of Old St. Paul's Church, opened the meeting with prayer and the audience again stood as the band played "America." Mayor Taylor's address followed. Then Mr. Corbell read from the old records and Dr. Squires spoke.

BIG NOISE THROUGH CITY

Mayor Taylor was loud in his praise of the Firemen's Band, composed of men who give their time to their organization, bought their own instruments and help in city celebrations. The band played "airs of yesterday" and the Rev. W. Taylor Willis, rector of Christ and St. Luke's Church, spoke the benediction.

The audience then sang "The Star-Spangled Banner" and "Les Marseillaise" was played over the loud speaker system for the visiting Frenchmen from the French Cruiser *D'Enbrecasteaux*.

Mayor Taylor touched briefly on the times of distress through which the city passed, the black days of the Revolutionary War when the city was burned entirely to the ground except for the "walls of one building and that a house of God, which was rebuilt from the old ruins," the four long years of the War Between the States, the yellow fever epidemic of 1855. But each time the city came back and grew greater, he pointed out.

In introducing City Clerk John D. Corbell, Mayor Taylor said he was, officially, a descendant of Sir John Randolph, recorder for the first City Council, and Mr. Corbell read the minutes of the meeting of the council of November 18, 1736, written by Sir John, when he recorded that he had taken his oath of office



and that the city's first mayor, Samuel Boush, had died. Mr. Corbell had on display the official records of that day, preserved through all the 200 years that have passed since then.

The auditorium ceremonies were expected to be over by 2:45 o'clock, but they ran over time a few minutes and were interrupted by the deafening din raised by virtually every noise-making instrument in the community. The general committee in charge of the celebration had arranged to have all railroad, steamship and factory whistles, automobile horns and sirens blown, bells rung and other noise-makers operated from 2:45 to 3 o'clock, and, judging from the results, there were no slackers. Mayor Taylor's voice, even with the aid of the loudspeaker system turned on full blast, was all but drowned out by the terrific sound outside, and the benediction hardly could be heard.

The celebration was further enlivened by large squadrons of airplanes from the Naval Air Station flying over the city in formation. The Navy contributed this part of the exercises at the request of the general committee in charge.

With these features of the program functioning 100 per cent., there could have been no doubt that every person within the city was celebrating its 200th and 300th birthday.



City Hall Avenue and Granby Street at turn of Twentieth Century. Old Monticello Hotel before fire in 1918. Note that at time picture was taken there were no street car tracks on City Hall Avenue. Also note rig on wrong side of street.



FOREMAN FIELD DEDICATED

(ONE OF MAJOR FEATURES ON ANNIVERSARIES YEAR PROGRAM)

(Extracts from Norfolk Virginian-Pilot of October 4, 1936)

Foreman Field, Norfolk's new \$300,000 stadium of white concrete silhouetted beautifully against a rich green turf—the realization of an old civic ambition—was dedicated to public use yesterday afternoon before a cheering crowd of football enthusiasts variously estimated at between 13,000 and 15,000.

In this pageant setting of music, vivid colors and athletic rivalry—with clear weather of a temperature more aptly described as "perfect" for football—this largest assembly ever to witness a football game in Norfolk participated in a program which lasted uninterruptedly from shortly after 2 o'clock until sunset.

They heard a brief dedication program presided over by John Stewart Bryan, president, of the College of William and Mary, with crisp, pointed addresses by Governor George C. Peery and Mayor W. R. L. Taylor, of Norfolk.

They saw a powerful eleven from the University of Virginia march to its eighth straight victory over a game William and Mary team by a score of 7 to 0.

They exclaimed at the simple beauty of an 18,000-capacity amphitheatre, situated on Hampton boulevard at its intersection with Bolling avenue, erected through the joint efforts of the Norfolk Division, College of William and Mary-V. P. I., the City of Norfolk and the United States Government.

They gave rousing recognition to the stadium's namesake—A. H. Foreman, chairman of the Norfolk School Board and member of the William and Mary board of visitors, whose vision and energy led to the establishment six years ago of the Norfolk unit of the college and the ultimate erection of the athletic field.

Early in the afternoon, the beaming sun giving promise of the excellent climatic conditions which were to follow, spectators began streaming into the huge oval, and by 2 o'clock the two towering concrete stands showed a rippling surface of humanity.

Governor Peery, Mr. Bryan and other city and State officials, who had taken seats in the president's box in the east stand, went forth at this juncture for a brief inspection of the physical properties of the college. As he passed the stands on both sides of the field, the Governor was cheered by the exhilarated audience.

DRUM CORPS DRILL

While spectators continued to pour into the stadium in a surging stream, there marched upon the field the glistening drum and bugle corps of the American Legion from Norfolk and Portsmouth. Drums rattling and bugles singing, they paraded together around and across the field, stepping high and handsome.

First to leave the field was the spangled corps of the Portsmouth American Legion Post 37, which took a tier of seats in the east stand. They left the field to the Norfolk corps, which swung then into concentrated action. Forming an anchor of men, the buglers burst into "Anchors Aweigh" and paraded from one goal post to the other. Wheeling, they returned to the center of the field, executed a series of complicated drill figures and lined up in front of the east stand for a concert. Their selections, made doubly pleasing because of the recognized diffi-





Governor Peery speaking at Foreman Field, October 3, 1936, at Dedictory Services, before game between University of Virginia and College of William and Mary football teams.

culty of extracting melody from a bugle, included "Auld Lang Syne," the University of Virginia anthem, and "Carry Me Back to Old Virginia."

Out in front of the Norfolk corps, wheeling her baton like a circus trouper, was Miss Virginia Hoeding, the organization's 17-year-old mascot, whose flawless handling of the silver staff brought frequent applause. The entire drum corps' performance won enthusiastic approval.

When the hour of 2:30 arrived—appointed time for the beginning of the speech-making—the drum major still swung his baton and the drums rolled. Came 2:40, and Mr. Bryan, master of ceremonies, arose from his seat.

SPEAKER DROWNED OUT

"Ladies and gentlemen," Mr. Bryan spoke into the microphone, "we are come here today—"

Another burst of rattling drums and his words were lost. The University of Virginia band could be seen assembling at the north gate.

"We see here today the culmination of a great ideal," Mr. Bryan got up again to continue. "William and Mary furnished the motive, Norfolk the manpower, and the Government the money; and," he turned to hear the first chords go up from the University band, "somebody furnished the band. Anyhow, we are going to begin the game at 3 o'clock."

Mr. Bryan sat down again to let the band play out its piece. A few minutes later he arose to announce:

"I present Governor George Campbell Peery of Virginia."



"This is a happy day for William and Mary," the Governor began, "and the State shares her just pride. It is a happy day for Norfolk and the whole State of Virginia.

"I am happy for the privilege to come here and participate in the pleasantries, pageantry and beauty of the moment; and I am happy that the University of Virginia can come here to take part in this program. I am sure it will be a contest of real gladiators living up to the ideals of Virginia gentlemen.

"I congratulate all who have had a part in this big undertaking, the dream of J. A. C. Chandler and the vision of Herbert Foreman."

MAGNIFICENT SPECTACLE

Describing the occasion as a "magnificent spectacle" in a "magnificent forum," Mayor Taylor likewise referred to the "indefatigable energy, zeal and ambition" of Mr. Foreman in making the stadium a *fait accompli*.

"I trust we well see a long line of events in these grounds," the Mayor continued, "and I invite the people to its use."

When the mayor had concluded, Mr. Bryan asked Mr. Foreman to stand. He arose amid tumultuous applause.

True to his word, Mr. Bryan had trimmed the 20-minute exercises approximately in half, and at six minutes to 3 the Virginia squad raced upon the field, followed in close order by the footballers from William and Mary.

At 3 o'clock, the pigskin was placed for the kick-off, and the game was under way.

BUFFET LUNCHEON

Prior to the dedication program and game, the city of Norfolk was host to Governor and Mrs. Peery and his staff; President Bryan, William A. Smith, Virginia WPA Administrator, and other officials of the city, State and Federal Government at a buffet luncheon at the Norfolk Yacht and Country Club. More than 200 persons attended.

Present from the Washington office of WPA were Corrington Gill, assistant administrator in charge of finance, and Thad Holt, assistant administrator in charge of labor relations.

Mayor Taylor and City Councilmen John A. Gurkin, J. W. Reed, J. D. Wood and Hugh L. Butler and City Manager Thomas P. Thompson headed the list of city officials who played host to the guests.

At the stadium, other guests were in attendance. Among these were Rear Adm. C. S. Freeman, commandant of the Norfolk Navy Yard; Dr. Sidney B. Hall, State Superintendent of Public Instruction; James E. Bradford, director of the State budget; Representative Colgate W. Darden, Col. E. E. Holland, of Suffolk, chairman of the Senate education committee; Lester Hooker, chairman of the State Corporation Commission; Col. E. Griffith Dodson, clerk of the General Assembly and military aide to the Governor, and Norman R. Hamilton, Democratic candidate for the House of Representatives.

COLLEGE "DRESSED UP"

The educational center, of which Foreman Field is a part, was in holiday dress for the occasion. Artful landscaping, fresh paint and lawn-mowers had been used effectively to beautify the grounds of the Larchmont School and the Norfolk Divi-

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sion, College of William and Mary and V. P. I., which face each other across Hampton boulevard.

Of almost equal interest with the athletic field was the new combination administration, classroom and gymnasium building, recently completed with the assistance of Government funds at a total cost of approximately \$125,000.

One of the principal beauties of the stadium itself was the green carpet of a playing field, a gently rolling gridiron with grass cropped as close as a putting green. In all of this man-designed beauty, however, was left one lone sentinel of nature, a giant oak bordering the cinder track at the south end of the field, its base protected by a carefully outlined concrete border.

15,000 SEE ANNIVERSARY PAGEANTRY

(Reprinted from Norfolk Virginian-Pilot of October 29, 1936)

Two thousand school children of this modern age, gaily dressed and excellently trained, moved through the colorful history of the City of Norfolk last night at Foreman Field in a comprehensive and glittering pageant that was witnessed by about 15,000 persons.

The entire program, one of the largest and most elaborate of its kind ever presented in the city, was titled "The Story of Norfolk" and was developed by the Norfolk Education Association in celebration of the bicentennial of the city's establishment as a borough and the 300th anniversary of the original land grant for this area. It was the third major episode in the anniversaries celebration since September 15.

Starting with a simple scene portraying the life of Indians in their village of Ski-co-ak, which stood about on what is now the site of the Union Station, the pageant told in color and movement of the landing of the English at Cape Henry, the grant of land to Thomas Willoughby in 1636, the presentation of the historic Mace in 1754, the Battle of Great Bridge, the impressing of three American seamen into service in the English Navy in 1807, the raising of the Confederate flag, the battle of the Merrimac and the Monitor, and the development in peace time, along with many more tableaux vividly bringing to life again the epochal events that forged the character of this city today.

COSTUMING AUTHENTIC

Not only was the performance in the pageant of the highest type, but the costuming was authentic and brilliant. Teachers in various city schools represented in the pageant devoted considerable time to research work in order to assure accuracy in the costumes, and in none of the 19 units presented could a flaw in mode of dress be detected.

The stage for the giant performance was set at the northern end of the field, and consisted of a bright blue back drop flanked by two silver pylons, one bearing "1636" and the other "1936." Immediately in front of the blue drapery was a low set representing the ocean, which was flanked by painted pine trees and a stage siding.

Before this floodlighted background the history of Norfolk, as interpreted today, moved without a pause or break, building a strong impression in its con-



tinuity and evident accuracy. At the beginning of each unit, Miss Virginia Harden recited an appropriate piece of poetry, composed by Mary Sinton Leitch, to give the audience an understanding of the epoch about to be presented.

Typical of the pieces of poetic monologue was that before the scene showing the port of Norfolk in 1736 until 1812, which was:

"Young Norfolk, the sea's daughter, waxes strong;
The Negroes toil with laughter on their lips
To load rich cargo into alien ships.
Wind in strange rigging sings a prophetic song."

CHESAPEAKE INCIDENT

Or the piece identifying Captain Barron's capture of the British ship Leopard in the Chesapeake in 1807, which was:

"How should the young America be meek
To endure an insult to the Chesapeake?
Her colors lowered at the harsh behest
Of England, now her seamen are impressed
For alien service. On the outraged air
Flicker those fires that into war shall flare."

It would be difficult to say which of the units was most appreciated in the pageant, but it was clear from the volume of applause and cheers that the Singing of Booker T. Washington High School students in the section showing Negroes loading foreign vessels was adjudged by the audience as one of the best.

The young Negroes sang two songs their fathers knew well, "Old Folks At Home" and "Old Black Joe," led by the deep voice of Isaiah Addington, who sang behind the scenes over the loudspeaker system temporarily installed for the pageant.

Other sections outstanding, judging from the audience's reaction, were the battle of the Merrimac and the Monitor, the charge of the Minute Men at Great Bridge, the Colonial dance, the raising of the Confederate flag, dances of the Civil War period, the landing of the English at Cape Henry, and the presentation of the Mace.

The east stand at the field filled rapidly, and the west side at the end of the pageant was about three-fourths occupied. Hundreds of persons stood around the rims of the two stands, and others lined the edge of the fields where they would not interfere with the view of those sitting. The flood lights at the field were trained on the stage, and a portable spot light, brought especially for the pageant, was set up in the middle of the football field.

There were 12 special officers patrolling the stands and eight traffic officers outside to direct the crowds. The Virginia Electric and Power Company put on 13 street cars on Hampton boulevard in addition to the seven that are on the run regularly. Two extra buses were put on the Larchmont run.

Traffic on the way to the field jammed about 8 o'clock as far south as the Norfolk & Western Railway crossing on Hampton boulevard, and every available space for parking was utilized in the neighborhood of the stadium. There was but little trouble in leaving, so far as traffic was concerned.



The pageant was directed by Rose Johnson Willis, and was written by Dr. W. H. T. Squires, historian of Norfolk, and E. S. Brinkley. It opened with a prologue by Dr. Squires, which was followed by two selections by the Maury High School Band.

The sets were designed and built by Herman Nowitzky and were painted by Frank de Wolf. Miss Elizabeth Richmond was chairman of the costume committee.

The units of the pageant, in the order in which they were presented, and the schools or organizations which presented them, were:

(1) "Before the White Men Came," James Monroe School; (2) "Landing of the English at Cape Henry," Hi-Y Club of Maury High School; (3) Adam Thoroughgood Names This Section New Norfolk," Dramatic Club, Maury High School; (4) "Grant of Land to Capt. Thomas Willoughby," Dramatic Club, Maury High School; (5) "Organization of Norfolk Borough, September 15, 1736," Ruffner Junior High School; (6) "Mace Presented by Governor Dinwiddie, 1754," Blair Junior High School; (7) "Colonial Dance—the Minuet," Physical Education Department of Ruffner Junior High School; (8) "The Port of Norfolk," Booker T. Washington High School; (9) "Norfolk's Early Occupations, 1736-1812," James Madison School; (10) "Capture of Blackbeard, the Pirate," Campostella School; (11) "The Charge of the Minute Men at Great Bridge," Company K, First Infantry, Virginia National Guard; (12) "Captain Barron and the Chesapeake, 1807," Larchmont School; (13) "Raising of the Confederate Flag," Walter Herron Taylor School; (14) "The Merrimac and the Monitor," Ruffner Junior High School; (15) "Dance of the Civil War Period," Physical Education Department, Blair Junior High School; (16) "Norfolk Takes Part in the World War," Company K, First Infantry, National Guard; recruits of the Naval Operating Base, Norfolk General Hospital nurses representing the Red Cross, the American Legion Drum and Bugle Corps and the Naval Base Band; (17) "Norfolk's Trade Develops in Peace Time," J. E. B. Stuart School; (18) "Sports Review," Physical Education Department, Maury High School, and (19) "Norfolk's Future," Robert E. Lee School, John Marshall School and Miss Preston's School of Dancing. At the conclusion of the pageant, the Naval Base Band played "The Star Spangled Banner."



THE ANNIVERSARIES YEAR PARADE

(Reprinted from Norfolk Ledger-Dispatch of October 12, 1936)

Clear skies and a crisp October day formed a perfect combination for the parade today of the Norfolk Anniversaries celebration, the bright sun high in the heavens smiling down on the thousands who were in the line of march.

Granby and Main streets were packed with throngs during the procession. The procession was so long that more than an hour was taken in passing the reviewing stand.

Probably never in the history of Norfolk has a more colorful parade been seen and seldom has there been a more perfect setting, the gay uniforms of the Navy, Army, and Marine Corps giving a spectacular comparison to the moving men and women, marching in their civilian costumes but all imbued with the spirit of patriotism and a desire to help celebrate the 300th anniversary of the original grant of land and the 200th anniversary of Norfolk as a borough.

The parade started from Ninth and Granby streets at 11 a. m. with Capt. R. W. Webb, of the 111th Field Artillery, marshal, giving the signal to form ranks.

FLOATS SPECTACULAR

Never in the history of Norfolk has a more spectacular parade of floats been seen than that presented today in the long anticipated Norfolk Anniversaries celebration pageant.

Probably the most pretentious was the float entered by the Planters Nut & Chocolate Company, of Suffolk.

Moving along at a low rate of speed, the float, made up of one-half a million peanuts and requiring four weeks' work to construct, received a generous amount of applause.

A throne on which sat the king and queen of Spain and before which stood Christopher Columbus was made of peanuts, threaded on long strings reaching to the floor of the float. Columbus, pointing to a revolving ball, representing the world, was endeavoring to persuade the royal pair to finance him sufficiently to make his voyage to the new world.

During the progress of the parade the scenes so well known to school children were depicted, even to the handing to Columbus of the royal jewels. Riding midway of the float were three Indians, encountered by Columbus, and on the extreme rear of the float the progress of the world was shown in the many up-to-date appliances.

Other attractive floats which made up the division were from the Seaboard-Citizens National Bank, Sears, Roebuck & Co., with Miss Norfolk 1936 and Miss Norfolk 1886 riding; Southern Breweries, D. Pender Grocery Company, Anne Lee Candy, and the N. & W. Railway miniature locomotive.

OFFICIALS IN REVIEWING STAND

The presence of a number of dignitaries in the reviewing stand at the Confederate Monument added color to the parade, among those present being Gov. Harold G. Hoffman, of New Jersey, a member of the fighting Twenty-ninth Division; representatives of Governors Peery and Nice, of Maryland; Rear Admiral



Frank H. Brumby, Rear Admiral C. S. Freeman, F. E. Turin, W. S. Harney, A. B. Schwarzkopf, J. D. Corbell, Comdr. Walter E. Black, retiring commander of the Twenty-ninth, and Col. C. B. Borland, newly elected commander of the division.

The mace, cherished treasure of Norfolk, was brought from its vault for the occasion and took the leading position with its police escort.

At the signal to start, the Fifty-first Coast Artillery from Fort Monroe, with colors and band, swung into Granby street and marched south, with the following in line: U. S. Marine Corps units from the Norfolk Navy Yard and Naval Operating Base with band and colors; detachments from N. O. B. with band and colors; First Infantry, Virginia National Guard with regimental band; 111th Field Artillery with motorized artillery band and colors; Twenty-ninth Division Association with bands and drum and bugle corps.

Italian societies with band and colors; Veterans' organizations, American Legion contingent with other organizations including Sons of Confederate Veterans; Daughters of the Confederacy and drum and bugle corps.

The Boy Scouts with drum and bugle corps, led the miniature locomotive, from the Norfolk & Western Railway shops at Roanoke.

One of the most colorful and spectacular features of the parade was the long list of floats. The floats were followed by the Maury High School band.

Prizes were to be awarded for the three best floats.

Tonight the Italians of the city will observe the birthday of Christopher Columbus, with a banquet and dance at the Town Club.



Float Awarded First Prize—Sponsored by Planters Nut and Chocolate Company



THE PAGEANT STAGED BY THE COLORED COMMITTEE ON OCTOBER 9, 1936

(Reprinted from Norfolk Journal and Guide)

"Norfolk's Unwritten History" was the title of the pageant written and produced by Mrs. Mattie H. Javins as chairman of the colored committee on Norfolk anniversary celebration. The 200th anniversary of the borough of Norfolk and the 300th anniversary of the land grant for the site of Norfolk were celebrated with this pageant at the City Auditorium last Friday night.

The program opened with music by the anniversary choir, headed by Miss Cora Colden. This group sang the Negro National Anthem at the close of the exercises also.

MEMORY

In the first of a series of scenes in the pageant, Thomas Stancil acted as "Memory" and reviewed the history of the Negro in Norfolk and in this country, pointing out the good things about the Negro race that so often do not get recorded in the pages of history. He was ably supported in this role by Albert Dinkins and Mrs. King Smith. At the close of his review, he brought Prof. D. G. Jacox on the stage as an example of Negro achievement in the city of Norfolk.

The next scene depicted the coming of the slaves. Miss Jessie Cousins read a poem while the cast headed by Miss Viola Cousins pantomimed the hardships of the Negroes in slavery.

The part that Negroes had in helping white people to move to Great Bridge and in general housework was dramatized by a group selected by Mrs. Fannie K. Smith. Cotton picking on the plantation was shown by a large group which listened to the singing of the immortal song, "Old Black Joe." Miss Bessie Wright headed this group.

One of the high spots on the program was the scene showing an old time prayer meeting. The ladies sang and shouted with enthusiasm in the typical revival scene.

Miss Maryland Hall selected a group of children to do a ballet number and Miss Louise Meyer got another group to do a folk dance. After these two scenes the Mt. Olive Baptist Church Choir, trained by Prof. William Patterson, rendered two selections. The last song, Prof. Patterson explained, was taken from a cantata which he is writing. The Southland Quartet sang several pieces.

ARTS AND CRAFTS

The arts and crafts were represented by Mrs. Mary McCoy, Mrs. Fannie K. Smith, Mrs. Cherry Pope, Mrs. Nettie Goodman, John Butts and Mrs. Florence McAdoo.

A group, led by Mrs. Elizabeth Davis, personified Hope. A poem was read during this scene.

During the program, Prof. Jacox was introduced to the audience as the father of Norfolk's Negro high school. Mrs. Ida N. Paey was introduced as the only Negro police-woman in the South. Mrs. M. H. Javins was introduced as the author and director of the pageant. Thomas Stancil was master of ceremonies. C. Skinner had charge of the ushers.



THE PARADE STAGED BY COLORED COMMITTEE

(Reprinted from Virginian-Pilot)

Negro residents of Norfolk will begin their celebration of the 300th anniversary of the first land grant and the 200th anniversary of Norfolk as a borough Wednesday night, October 7, at 7:30 o'clock, when an elaborate parade consisting of five bands and various fraternal, business, industrial, civic, and social organizations will be given.

Upwards of 3,000 marchers are expected to take part in the parade. Numerous floats showing the progress of the Negroes of Norfolk also will be seen in line, among them the Norfolk Community Hospital, American Red Cross, Colored Union Mission, Jubilee Chorus of First Calvary Baptist Church, and numerous business floats. The parade will form as follows, and move off at 7:30 p. m.:

First Division—On Lexington street, Marshal William Skinner; Color Guard from Prince A. Johnson Post 1076, V. F. W.; Excelsior Brass and Reed Band Corps, George W. Elliott, conductor; Eureka Lodge 5, I. B. P. O. E. of W., Elk Temples Norfolk 1-A, Norfolk 1-B, Eureka 112, Beacon Light Lodge, I. B. P. O. E. of W. of Portsmouth, and Greater Norfolk Lodge 132, I. B. P. O. E. of W.

Second Division—Washington avenue, Marshals A. S. Eure and Joseph Christian; Sons of Norfolk colors, Premier Military Band, Sons of Norfolk F. B. and S. Association, Female Auxiliary, Phyllis Wheatley Circle, Norfolk Social and Beneficial Association, Lancaster Social and Beneficial Association, White Lily Social and Beneficial Association, Waldorf Social and Beneficial Association, and Powhatan Lodge No. 2, B. P. H., of Buffaloes.

Third Division—Johnson avenue, Marshals, James E. Jones and David Harrell; Metropolitan Brass and Reed Band, of Portsmouth, International Longshoremen's Association, Locals 1248, 1221, 1379 and 987, Sons and Daughters of Virginia, of Portsmouth.

Fourth Division—East Goff street; Marshal, Joshua Hunter; Berkley Brass Band, U. S. Boy Scouts of America, Girl Scouts and Metropolitan A. M. E. Zion Church and Sunday School.

Fifth Division—Marshal, Joshua Hunter; West Goff street, B. T. W. High School Band, faculties and student bodies of all Negro schools.

Sixth Division—Marshal, Irwin Reeves; West Goff street around to East Princess Anne Road.

The parade will move over the following route: Church to Main to Granby street to Brambleton avenue to Church street to Bute street and Dunmore. At the close of the parade, Eureka Lodge of Elks Home will be host to the public.

James E. Smith is chief marshal and Linwood Billups assistant chief. Irwin Reeves is staff secretary.

On Thursday night at 7:30 o'clock a history exercise will be held in the First Baptist Church, on Bute street, when the Rev. R. H. Bowling, D. D., will be the historian of the day. Short talks on the advancement of the Negroes of Norfolk also will be made by other speakers. Jubilee music will enliven the occasion.

On Friday night at 8 o'clock, an historical pageant showing the progress of the race from 1619 to the present, with a cast of approximately 300 persons under direction of Mrs. Mattie H. Javins, president of the Virginia State P. T. League, will be given in the City Auditorium, at City Hall and Monticello avenues. Admission will be free. There will be special reservations for white people.



MISCELLANEOUS FACTS AND FIGURES OF NORFOLK, VIRGINIA

Form of Government—Commission-City Manager.

Population (1930 Census)—129,710; 85,514, white; 43,942, negroes; 254, foreign. Transient population in excess of 500,000.

Area—37.19 square miles.

Building Permits—value 1935, \$2,311,979.00.

Altitude—12 feet above sea level.

Climate—Mean annual temperature 59.4 degrees; mean spring temperature 57.2 degrees; mean summer temperature 76.8 degrees and mean autumn 61.6 degrees. Average annual rainfall, 45.53 inches.

Parks—11, with 302.65 acres, valued at \$1,200,000, also Virginia Seashore State Park at Cape Henry, 3,000 acres.

Resorts—2: Virginia Beach and Ocean View.

Post Office Receipts—\$804,505.39 (1935).

Electric Current—Alternating and Direct, with 774 miles of transmission lines and 14 generating stations.

Number of Telephones in Use—25,000.

Churches—154 in all denominations.

Industrial—Nearly 200 plants. Value of manufactured products estimated at \$100,000,000.

Retail Stores—1,941, with average sales of \$20,210,000 and the full time employment of 5,411 men and women.

Retail Trade Territory—Serves 760,748 people in a trading area having a radius of approximately 75 miles.

Metropolitan Area—Known as Norfolk-Portsmouth-Newport News Metropolitan Area with a population of 295,292—largest such area in Virginia.

Branch Colleges—2, William and Mary Extension College and Virginia Polytechnic Institute.

Education—38 public schools, including 2 high and 2 junior high. Pupils in attendance total 25,826. Maury High School is the largest high school in the State of Virginia with a total of 3,172 pupils. Teaching corps of 744 (all schools). School buildings valued at \$6,191,000, including grounds. Three parochial high schools, one of which is colored; also three parochial grammar schools, of which one is colored.

Libraries—8, one main building with 7 branches, nearly 80,000 volumes on shelves of libraries.

Hospitals—9, with ample accommodations.

Newspapers—2 dailies: Norfolk Virginian-Pilot, morning paper; Norfolk Ledger-Dispatch, evening paper; and Norfolk Journal and Guide for colored people; also several trade publications.

Radio Stations—2: Station WTAR of NBC chain and WGH (Newport News Station with Norfolk branch).

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Hotels—8 leading hotels, with total guest capacity of 2,145. (More than 100 hotels and cottages at Ocean View and Virginia Beach).

Railroads—Serving Norfolk, 8: Atlantic Coast Line, Chesapeake & Ohio, Norfolk Southern, Norfolk & Western, Pennsylvania, Seaboard Air Line, Southern, Virginian and one belt line railroad which connects railways with pier, terminal and industrial districts.

Steamships—More than 50 coastwise, overseas and inland waterways steamship lines, with direct service to New York, Boston and other New England points, Washington, D. C., Baltimore and foreign countries, including one home-owned line—American-Hampton Roads Line—and Baltimore Mail Steamship Line with direct service to United Kingdom and Central European ports.



SCENE AT CAPE HENRY

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THROUGH THE YEARS IN NORFOLK

NORFOLK PUBLIC SCHOOLS

By C. W. MASON
Superintendent of Schools

The value of public education was recognized in Norfolk in the early Colonial days. We find records of deeds dated as early as 1728 transferring land to be used for school purposes:

“ . . . for ye Consideration of ye sum or quantity of one hundred pounds of Tobacco to them in hand paid by the said Samuel Smith, Samuel Boush, junr., and Nathaniel Newton for ye proper use and Behoof of ye Inhabitance of Norfolk Town for Ever and for no other Desire or use whatsoever or purpose for ye Erecting building & keeping the Same for a Schoolhouse for Ever for ye said Inhabitance of Norfolk Town, That is to say one half Acre or Lott of land lying on ye southside (south East side) of ye Street going out of Norfolk Town.

“ . . . that ye said Samuel Smith, Samuel Boush, junr., Nathaniel Newton ye two surveyors of them to Chuse any other person So that ye number of three gent shall always Continue that they or any two of them may always agree with a schoolmaster for ye Inhabitants of Norfolk Town . . . ”

“ . . . To have and to hold ye said lott or parcell of Land¹ and all and Singular other ye premises therein mentioned and Intended to be hereby bargained and Sold with there and Every of there appurtenances for ye uses of ye Inhabitance for ye building a School one ye same and for ye uses of any Schoolmaster or masters ye said Samuel Smith, Samuel Boush, Nathaniel Newton; or any two of them shall Employ at any time ye said Inhabitance yielding and paying yearly therefore one grain of peper corn at ye feast of St. Michaels only if ye lawfully demanded to ye intent that by Virtue of these presents and by the Statute for transferring uses into posesion ye said Samuel Smith, Samuel Boush, junr., and Nathaniel Newton for and in ye behalf of ye said Inhabitance In Norfolk Town may be in ye Actuall posesion of ye premises and Inabled to accept a grant of ye Reversion and Inheritance thereof;”²

Further reference is found to this early school in the minutes of the Common Council of the Borough of Norfolk held June 24, 1751, when it was decided to receive proposals of the workmen to make four public wells, one of which was to be located “on the school house Land,”³ and in the Statutes, in the law enacted in February, 1752:

¹Mr. D. Callendar, Jr., of Public Works Department, places this one-half acre site on the St. Vincent's Hospital grounds “in the front yard of the hospital.”

²Lower Norfolk County Antiquary—Vol. 1—pp. 78-81.

³City Clerk's office records.

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"I.—WHEREAS by an Act of Assembly, made in the twenty-fifth year of the reign of his late majesty, King George II, entitled An Act to Explain the Charter and Enlarge the Privileges of the Borough of Norfolk, and for other purposes therein mentioned, the Court of the County of Norfolk and the mayor, recorder, and aldermen of the said Borough, or the major part of them, were invested with full power and authority to build on or let a certain lot or parcel of land therein mentioned, which at the laying off the said Borough, had been set apart for the use of a school for the benefit of the inhabitants of the said Borough and County of Norfolk, and to provide and agree with an able master for the said school, capable to teach the Greek and Latin tongues; which said master, before he should be received or admitted to keep school should undergo an examination before the masters of the College of William and Mary, and the minister of Elizabeth Parish for the time being, and produce a certificate of his capacity, and also a license from the governor or commander-in-chief of this Dominion for the time being, agreeable to His Majesty's instruction.

"II.—WHEREAS, in pursuance of said Act, a school house has been built on the said lot; but, by reason of variety of opinions frequently happening between the justices of said county, and the mayor, recorder, and aldermen of the said Borough, in the choice of a master for the said school, and in other matters relative to the government thereof the said school hath been greatly neglected and the good intentions of the said Act in a great measure frustrated:

"BE IT THEREFORE ENACTED by the Lieutenant-Governor, Council, and Burgesses of this present General Assembly, and it is hereby enacted by the authority of the same, that from after the passage of this Act the sole and absolute right of nominating and appointing rules and ordinances for the good government and regulation of said school, as may be thought necessary, shall be and the same is hereby vested in the mayor, recorder, and aldermen of the said Borough of Norfolk for the time being, anything in the above in part recited Act to the contrary thereof in any wise notwithstanding."

The School Committee appointed by this Act of the Assembly may be considered the first Norfolk School Board. Those serving as officials of Norfolk at the Borough meeting held June 24, 1751, the last recorded meeting before this law was enacted, and who,

¹*Lower Norfolk County Antiquary*—Vol. I, pp. 21-22.
Henning's Statutes at Large—Vol. VII, pp. 510-511.





in all probability became the members of the School Committee, were:

Mayor:	Wilson Newton, Esq.
Recorder:	Samuel Boush, Jr.
Aldermen:	John Hutchings Robert Tucker John Tucker Josiah Smith George Abyvion Christopher Perkins

Little is recorded of the teachers selected by the School Committee. On January 1, 1756, Mr. Richard Collinson was "examined by the president and masters of William and Mary College and was thought capable of teaching the Grammar School at Norfolk."¹ At a Common Hall assembled June 24, 1763, it was "ordered that Robert Fry, Schoolmaster, take care of the church pump."²

It is noted that great care was taken in these early days of public schools in the selection of the teacher. To become eligible the applicant for the teaching position was required to meet the character and educational standards established by the college and the minister of the parish. He was required to present a certificate of his capacity (probably a diploma) and a license (which apparently corresponded with the present State teachers certificate).

In 1850 the General Assembly of Virginia³ established a system of Free Schools throughout the State. Under this law any city having a corporation court was permitted to adopt such a system.

To ascertain the wishes of the people of Norfolk as to the establishment of these schools a poll was opened and the schools were adopted by a large majority.⁴

It was not until August, 1853, that a committee was appointed by the City Council "to take into consideration the immediate establishment of common schools" and to suggest plans deemed "best calculated to carry out the instructions of the people as heretofore expressed at the ballot box."⁵

In the meantime, a free school, following the Lancasterian plan of instruction and referred to as the Lancaster School, of which Mr. W. B. Micks was the teacher and Mr. Tazewell Taylor the President, was conducted on the southwest corner of Fenchurch and Holt Streets.⁶ When this school was closed a school of two

¹Lower Norfolk County Antiquary—Vol. 1, pp. 21-22.
²William and Mary Quarterly—October, 1893, p. 127.

³City Clerk's Records

⁴Code Title 23, Chapter 82.

⁵City Clerk's Records—Book 8, p. 220.

⁶City Clerk's Records—Book 7, p. 383, No. 3186.

⁶City Directory 1851-52.

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rooms was conducted in Ashland Hall, Talbot Street, with Mr. W. B. Micks as teacher of the boys and Miss Laura Cuthrell teacher of the girls.¹ Another school of which Mr. William G. Driver was the teacher, was located on William Street, opposite the Court House Grounds.

In the Fall of 1854 the School Committee "recommended the establishment of a Free School in each of the four wards and the building of suitable houses for the purpose, and the employment of competent teachers."²

The city was divided into four districts and a school commissioner was appointed for each district, as provided for by the General Assembly in 1850:

- 1st Ward—R. A. Worrell.
- 2nd Ward—W. H. Barrett.
- 3rd Ward—T. D. Toy.
- 4th Ward—W. H. Times.³

A capitation tax of \$2.00 was assessed on persons over twenty-one to be used only for the public schools.

Four sites were purchased at a total cost of \$8,600 and four school houses were erected at a cost of about \$6,000 each. The City Council issued City Script to cover this appropriation. These schools were located on Boush Street, Bank and Charlotte Streets, Queen Street (now Brambleton Avenue), and Holt and Fenchurch Streets.

Since the establishment of the public free schools in Virginia under the Act of Assembly of 1850, the following Superintendents of Schools have served in Norfolk:

1857–1865	Thos. C. Tabb
1865–1867	William D. Bagnall
1867–1874	William W. Lamb
1874–1882	General Richard L. Page
1882–1884	Rev. C. S. Blackwell
1884–1886	R. G. Banks
1886–1887	James Barron Hope
1887–1890	George W. Taylor
1890–1896	Kenton C. Murray
1896–1923	Richard A. Dobie
1923–	C. W. Mason

¹City Clerk's Records—Book 8, p. 283, No. 3407, and Southern Argus, April 20, 1857.

²City Clerk's Records—Book 8, p. 91, No. 3267.

³City Clerk's Records—Book 8, p. 132, No. 3293.

Book 8, p. 193, No. 3346.

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As the years passed and the boundaries of the City expanded to include more and more territory, the City was redistricted and divided into two school districts only. The three representatives from each district, appointed by the City Council, who serve as members of the School Board of the City of Norfolk are:

Mr. A. H. Foreman, Chairman
Mr. F. E. Rogers, Vice-Chairman
Mrs. A. O. Calcott
Mr. J. S. Jenkins, Jr.
Dr. H. W. Rogers
Mr. M. B. Wagenheim

Today the public schools of the City of Norfolk have increased to thirty-eight buildings in which approximately 25,500 pupils are enrolled annually (about 16,500 white and 9,000 colored children), under the direction of a teaching staff of about 765 teachers, principals, and supervisors. The present value of the public school property—sites, buildings and equipment—is about \$6,200,000.00; the 1937 budget is \$1,265,322.81; and the total number of employees nearly a thousand. The public school system of the City of Norfolk is ranked with the progressive systems of the nation.



Matthew Fontaine Maury High School.

High schools, junior high schools, and elementary grades offer a program contributing to the continuous development of childhood and youth. Health, including recreation, fine and industrial arts, and music have taken a place in the curriculum with the fundamentals of earlier days and are even more important than the Greek and Latin of the first schools.



Blair Junior High School.

The philosophy of education is adapted to the changing life of the twentieth century. Emphasis is placed on thinking rather than memorization, on present day life rather than life of the past, and on understanding of life about us rather than the mastery of the text.

In place of the isolation of former days, schools are today in a position of world contacts. The radio and moving picture are factors in present day life which the Norfolk Schools are utilizing as instruments in education.

The personality of the child is considered more than ever before, yet always it is remembered that his highest development comes in relation to the group. Behavior becomes a question of understanding and adjustment instead of domination by the will of the adult. With schools as with the world today, the problem is one of human understanding.

Fully recognizing the magnitude of this responsibility the Norfolk Public Schools press forward towards a realization of their goal.



C. W. MASON
Superintendent of Schools

EXECUTIVES—NORFOLK PUBLIC SCHOOLS

<i>Chairman of School Board</i>	Mr. A. H. FOREMAN
<i>Vice-Chairman of School Board</i>	Mr. F. E. ROGERS
<i>Superintendent of Schools</i>	Mr. C. W. MASON
<i>Secretary</i>	Miss LEAH C. HALLER
<i>Auditor</i>	Mr. CHARLES V. COOKE
<i>Supervisor of High Schools</i>	Mr. E. S. BRINKLEY
<i>Director of Elementary Grades</i>	Miss LUCY S. SAUNDERS
<i>Assistant Supervisor of Elementary Grades</i>	Miss GLADYS CHARLTON
<i>Medical Director</i>	Dr. W. L. HARRIS
<i>Art Director</i>	Mrs. MARROW S. SMITH
<i>Music Director</i>	Mr. CECIL W. WILKINS
<i>Physical Education Director</i>	Mr. KIRK MONTAGUE
<i>Vocational Director</i>	Mr. T. G. RYDINGSVARD
<i>Assistant Vocational Director</i>	Miss ELMIRA E. NOYES
<i>Attendance Officer</i>	Mrs. KATHERINE H. WILLIAMS
<i>Superintendent of Buildings</i>	Mr. J. F. BEAMON

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THROUGH THE YEARS IN NORFOLK



BOOK III

COMMERCIAL *and* INDUSTRIAL NORFOLK

By

M. E. BENNETT

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THROUGH THE YEARS IN NORFOLK



*Breathes there the man, with soul so dead,
Who never to himself hath said,
This is my Own—my Native Land.*

—SIR WALTER SCOTT.

This section of "Through the Years in Norfolk" contains word sketches and advertisements of many of the outstanding and leading business institutions and organizations of the Norfolk area. An analysis will reveal that Norfolk can boast of the oldest Public Service Utility in the United States, with continuous operation for three hundred years, and that a number of the enterprises were established years ago and have been important factors in the development of Norfolk as one of the South's leading industrial and trading centers.

The executives of the firms and organizations represented herein realize that Norfolk is their city, carved out of the wilderness by their forefathers, and that here, with all the natural advantages, including the world's greatest harbor, and an equable climate, should be made one of America's greatest communities. The progressive leaders in cooperation in this work demonstrated that this is their city—their home, where they live and work—and that they will get out of Norfolk all the good things in life, in just the same measure as they put their energy, loyalty and support into it.

All Norfolk business institutions were invited to participate in this movement and while responses are as indicated herein, it is wished to state that lack of mention of any business house, while not through the fault of the publishers, is not to be interpreted that the establishment is not a vital factor in Norfolk's business life.

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NORFOLK COUNTY FERRIES

300 YEARS OF PROGRESS AND CONTINUOUS SERVICE

From the early days of primitive canoe navigation to this modern era of Diesel electric ferries, the boats of the Portsmouth-Norfolk County Ferries have become a "Watermark" on the pages of Norfolk Harbor History.

The first ferry, a crude skiff, was established by Adam Thoroughgood in 1636 and one year later found three hand-powered ferries operating in lower Norfolk County, supported by a levy of six pounds of tobacco on each titheable person. These ferries were small boats, for foot passengers only.

In 1641 the General Assembly passed an act providing for paying ferrymen by a levy made by the County Commissioners. The charges for the ferries becoming too burdensome for the taxpayers, the law providing for the ferries to be kept at public expense was repealed and the county court was authorized to grant a franchise for a term of years and fix rates, and in 1665 the County Court was authorized to license the ferry.

In 1702 the General Assembly enacted regulations for the ferries operating from Norfolk Towne to Sawyer's Point, or Lovitt's Plantation, Portsmouth's side, and fixed the rates of six pence for a man, and one shilling for a man and a horse.

An act passed in 1766 authorized the Norfolk County Court to lease the ferries and apply the money towards lessening the county levy.

In December, 1821, a team-boat, built in the shipyard of William Dyson, in Portsmouth, was placed in operation. A "team-boat" was a commodious ferryboat propelled by blind horses as wheat threshers were formerly run.

In 1831 the ferries were leased to William Wilson and John Tunis for a period of seven years at an annual rental of \$3,000 and steamboats were placed in operation between Norfolk and Portsmouth. The first steamboat was named the "Gosport," then followed the "Portsmouth," the "Union," and the "Norfolk."

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GEO C COLEMAN, Chairman,
Joint Ferry Committee





The General Assembly in 1857 awarded to the City of Portsmouth one-half interest in the ferry system. The name of the new ownership was listed as Norfolk County Ferries.

The Federal Government took over the ferries on the evacuation of this section by the Confederate troops and was held by them until April 20, 1866.

Again, during the World War the ferries were taken over by the Federal Government and operated by the U. S. Housing Corporation until June 1, 1926.

Today six modern ferries maintain a continuous schedule, day and night and serve the two communities, which have a combined population of nearly 200,000. Four of the ferries are steam driven and two are powered with Diesel electric engines.

Another modern Diesel electric ferry is under construction and will be put in service the latter part of this year.

During the past year the six ferries have carried 4,013,189 passengers and 1,428,352 vehicles with no major accidents.

A five-minute schedule is maintained during the day, with accommodations for any size bus or truck.

The ferries are operated under the joint management of the Norfolk County Board of Supervisors and the City Council of Portsmouth. The members of the Joint Board are: (For Norfolk County): —George C. Coleman, Chairman; John W. Taylor, Jr.; W. E. Hudgins, Jr.; Joseph C. Smith; N. V. Pearson; Colon L. Hall. (For Portsmouth)—John P. Leigh, Sr., Vice-Chairman; Leslie T. Fox; Frank D. Lawrence; C. E. Warren; W. Raymond Hutchins; J. Pearle Wilson; H. Earl Wsiseman; J. N. Howard; George L. Grimes.

Under this able management of the Joint Board of control, with Charles U. Freund, C.E., E.E., as general superintendent, who also served as Federal Manager when the U. S. Government operated the ferries from 1917 to 1926, the Norfolk County Ferries from industrial and public service standpoints have done much to contribute to the development of the Norfolk-Portsmouth community. As an example of what is added to the purchasing power of Norfolk and Portsmouth, the annual payroll for the 150 employees in the organization is in excess of \$200,000 yearly.

The ferries provide an excellent connection between downtown Norfolk and downtown Portsmouth, and also, annually, more than half a million tourists and vacationists use the gateway for entrance to the beach resort area of Norfolk-Portsmouth.



THE VIRGINIA PILOT ASSOCIATION

No civic organization has been more intimately connected with the development of Norfolk and none has taken a more devoted interest than the Virginia Pilot Association.

Founded in the year 1867 by Captain Oscar E. Edwards and others—Captain Edwards was its first president—its history actually goes back to the period known as the war between the states. Five Virginia pilots were aboard the Merrimac, otherwise the Confederate ram Virginia, when she sunk the Cumberland, forced the Congress to run aground and frightened the entire Federal seaboard from Norfolk northward.

It is one of the traditions of the association that it was by not taking the advice of the senior pilot, Captain William Parrish, that the Virginia broke off her ram, for the pilot suggested that she ram the Cumberland headed against the tide, whereas the

commander took advantage of the tide ebbing from the James and used its impetus to drive home the blow more forcibly. The ram crashed into the side of the Cumberland and remained fixed as the tide swept the stern of the ironclad around. This bent and twisted the ram badly. Later it was discovered missing. The five pilots aboard the Merrimac, or Virginia, in this battle of the Middle Ground off Newport News, were Captain William Parrish, Captain Hezekiah Williams, Captain Robert Clark, Captain George Wright and Captain Thomas Cunningham.

The record of the pilots in the world war was no less renowned. Running out ships without lights, bringing them in under similar conditions they never lost a ship or a single life, though sometimes carried across the ocean through the stress of weather or inability to make their way back to the pilot boat.

Captain W. R. Boutwell was president of the association during the world war, having succeeded Captain Edwards in 1906. In his time the association reached its highest point of prosperity but it also like many another body has felt the lean years of depression when the trade of the world fell off and shipping was laid up as never before in maritime history.



CAPT. W. R. BOUTWELL
President, The Virginia Pilot Association

Today the association numbers 43 active members with five on the superannuated list. All these pilots are men of recognized ability, some of them having brought into port such mammoth ships as the Leviathan, George Washington, Monticello, Mt. Vernon, America and others scarcely less widely known.

Their tour of duty includes not only the water of Hampton Roads and Chesapeake Bay, but the James to Richmond, the York to Yorktown and West Point, the Rappahannock as far as it is navigable for large vessels and the Potomac to Alexandria and Washington. This area includes 350 miles of waters navigable to big ships.

For this work the pilots now have three boats, of which the chief is the Hampton Roads, formerly the Gadfly 2nd. The craft was built by Herbert J. Gielow, for a Chicago banker who wished to engage in Arctic exploration. Her original cost was \$275,000 but she was bought by the pilots for \$27,500. The Hampton Roads is 125 feet long, 24 feet eight inches beam and 14 feet six inches draft. The boat is about seven years old and has been in commission as a pilot boat for three years.

The other two older craft are the Relief and Virginia. The Relief is 137 feet long, 23 feet wide and has a draft of 12 feet. The Virginia is 118 feet long, 22 feet beam and draws 14 feet six inches.

The efficiency of the Virginia Pilot Association has become a set phrase and is known in all ports of the seven seas, and even to the South Pole, for the Byrd expedition fitted out at Norfolk and was piloted to sea by a member of the Virginia Pilot Association.

The present officers of the Virginia Pilot Association, in addition to Captain Boutwell, the President, are: Captain Elmer Wing, first vice-president; Captain M. B. Edmunds, second vice-president; Captain E. H. Scott, treasurer; Captain G. A. Massenburg, agent, and Captain John E. Johnson, secretary.



The famous Pilot Ship "Virginia."

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THROUGH THE YEARS IN NORFOLK



CHESAPEAKE FERRY COMPANY

Norfolk's geographical situation at Hampton Roads on the Atlantic Seaboard is ideal from many standpoints, however, the city is almost entirely surrounded by water, and as far back as 1636, when Adam Thoroughgood established the first ferry service between Norfolk and Portsmouth, it was recognized that physical barriers had to be overcome before the community could be developed as a great port and business center.

It was early realized that connections were necessary between at least four important points at Hampton Roads, the points being Portsmouth, Old Point Comfort, Newport News and Cape Charles. A glance at the map will convince anyone that the early settlers had a job on their hands.

Each railroad as it came to Norfolk developed its own passenger and freight ferry service. There was no regular ferry service, except possibly that between Norfolk, Portsmouth and Berkley, and this service was the only general vehicular service operated.

Much credit is due John H. Rodgers and Fergus Reid, who recognized that before Norfolk could take its place in the forefront of Southern progress it would be necessary to develop modern, efficient, convenient, safe and comfortable ferry service between Norfolk and the other strategic points in the area. Consequently, shortly after the turn of the Twentieth Century, they secured a lease on the Norfolk County Ferries—the ferries plying between downtown Norfolk and downtown Portsmouth—and thus took the first step which launched them into a business on which much of the area's future growth depended.



The "Hampton Roads," one of the modern Ferries in service between Norfolk and Newport News.



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In the year 1912 they initiated the second step. By arrangement with the street railway company of Norfolk they organized the Chesapeake Ferry Company and took over the franchises which covered restricted service from Norfolk to Newport News and began a vehicular and pedestrian ferry service on regular schedules. The citizenry of Norfolk and Newport News heralded this advance with much enthusiasm. They realized that at last through the foresight and enterprise of Mr. Rodgers and Mr. Reid a long needed service had been established—a service which automatically linked the historic Virginia Peninsula with the populous area of the State on the eastern shore of the Elizabeth River.

When the World War came, the United States Government, under an emergency act, took charge of the ferry properties and cancelled the lease held by Mr. Rodgers and Mr. Reid. Overnight Norfolk, Portsmouth and Newport News became vital war points and the Government sought to control all services and facilities deemed necessary for what was shortly to become the world's greatest Army, Navy and Marine Corps center and base. Hampton Roads and its port cities because of their strategic positions geographically, were designated points of embarkation and supply, and the physical connections between the communities were to play an important part in winning the war.

The third step in the development of Class "A" ferry service for Norfolk was taken by Messrs. Rodgers and Reid in 1929, when they acquired the Hampton Roads Transportation Company, which operated ferries between Willoughby and Old Point Comfort, and which had been established in 1925 by F. J. McGuire and J. M. Hayden, as a general ferry service.

The next step was taken when Mr. Rodgers formed the Peninsula Ferry Company to operate from Pine Beach to Cape Charles. This company began operations in 1931. It continued operations until April, 1933, when the present Virginia Ferry Corporation was formed with adequate finances and new steamers.

Messrs. Rodgers and Reid have consistently supported the Norfolk Advertising Board and other organizations in their efforts to attract tourists and develop business generally. In the year 1924, prior to an organized movement to bring tourists to the Norfolk-Portsmouth area, the transient population, according to the records, was about 200,000. In the year 1935 this figure had been increased to more than half a million and before the final count is taken for the year 1936 the total will be in excess of 600,000. The ferries





from Newport News and Old Point Comfort now annually transport in excess of 350,000 foot passengers and 250,000 vehicles. These figures prove conclusively that the ferries operated by the Chesapeake Ferry Company are important links and the means by which the annual business of Norfolk is greatly increased.

The present officers of the company are: John H. Rodgers, President; H. B. Goodridge, Vice-President; F. J. McGuire, Vice-President; George H. Taylor, Secretary and Treasurer and R. S. Barrett, General Superintendent.

The directors are: John H. Rodgers, Chairman; Fergus Reid, F. J. McGuire, H. B. Goodridge, Robert P. Beaman and Philip W. Murray.

As a result of what Messrs. Rodgers and Reid did as business men and far-sighted loyal citizens of Norfolk, physical barriers were removed, cities long separated were brought together, and Tidewater Virginia became recognized as America's greatest historic resort area.



The new streamline steamer Princess Anne—one of the new and modern steamers operated by Virginia Ferry Corporation between Norfolk and Cape Charles. The route via Cape Charles is the shortest and most direct between New England, New York, New Jersey, Philadelphia, the Del Mar Va Peninsula, Norfolk, Virginia, and points South. It is also a very direct connection with Richmond and points West.

OUR SEAFOOD INDUSTRY

Oysters and fish have played an important part in the business life of Norfolk and Portsmouth and today the seafood industry ranks as one of the most important industries in Tidewater Virginia.

The history of Norfolk and that of the "Seafood Industry" is a mutual history of romance, adventure, hardship and progress—an epic that forever crowns a seaport and its seafood industry and the men who go "down to the sea in ships."

The history of Norfolk's Seafood Industry may be said to date back to the early days of the colony, for its pioneer settlers depended greatly on seafood for their existence.

It is almost impossible to make a survey of the number of people connected directly and indirectly with the fishing and oystering industries because there are so many related lines of business that would not prosper without the development of fishing and oystering here.

Wholesale fish and oyster dealers in Norfolk and Portsmouth employ 2,500 persons and the payrolls are in excess of \$1,000,000.00 yearly. The distribution of over \$8,000,000.00 yearly for fish and oysters caught in the adjacent waters add greatly to the annual business volume of the twin cities.

The wide spread of money spent by the fish and oyster dealers is amazing to behold. Local oil, ice, box, barrel, marine supplies, lumbermen (poles for fishing nets), clothing, jewelry, groceries, marine railways, railroads, trucking companies, and others benefit greatly from the money that is paid to the fisherman and oysterman.

To follow the production, packing and shipping of fish and oysters is interesting. In the plant of J. H. Miles and Company Norfolk can claim the largest and most modernly equipped oyster shucking plant on the Atlantic Seaboard; it is said that this plant is the largest in the world, for only on the Atlantic Seaboard is found oysters in abundance to supply such a plant. Others also plant, produce, shuck, pack and ship oysters in great numbers, but these houses which include W. J. Crosby and Company, the oldest wholesale distributors of seafood in the Norfolk area, W. L. Chase and Company and Ballard Fish and Oyster Company, also maintains fish packing houses but does not have the extensive production that the Miles Company has.

Oysters are found in the waters of Chesapeake Bay, in Hampton Roads, the York and James Rivers, and off Lynnhaven Inlet, Ocean



View, and in other favorable places within a short distance of Norfolk and Portsmouth.

The oyster will propagate and develop best on rock bottoms—therefore the state will not lease rock bottoms to planters; it reserves them for the public (tongers).

Oysters tonged soon after propagation are known as seed oysters. In the late fall and early winter small boats can be seen in the rivers tonging for seed oysters which are bought by the packers from the tongers working the rocks for planting in packers' private beds where conditions are favorable for the development and growth of the delicious bivalves. When grown to marketable size, which takes from two to four years, they are dredged up and taken to the packing houses.

A tong used in tonging oysters is an implement that looks like two huge rakes attached together like a pair of scissors. A dredge is a scraper with a heavy net attached which is dragged over the bottoms of the beds and scrapes the oysters into the net; it is then pulled upward out of the water and emptied on the boat's deck.

In the shucking houses the oysters are opened, graded into classes according to size, and placed in strainers. Fresh water is run over the oysters and a paddle is used to swish them about, helping the operator of the strainer to pick from the oysters all foreign matter. They are then placed in washers, where they are further cleaned. After this they go to the packing tables where they are put into cans of various sizes; some are packed in sealed cans with special canning machinery, and others have friction tops placed on them. The cans of oysters packed in crushed ice in barrels and boxes are shipped to all parts of this country and Canada.

The fishing grounds are not as confined as the oyster beds. At different times of the year fish are caught in many different ways. During the spring, summer and fall most of the fish produced are caught by haul seining, in pound nets, and in drift. A few fish are also caught by the trawl boats. Haul seiners launch boats from the shore, carry a net that is floated with cork, and weighed with chain or heavy iron. The net is circled in the water, and gradually pulled toward shore, where fish caught are emptied out of the net into the sand on the beach. They are then placed in boxes with ice and taken to the packing houses in Norfolk or Portsmouth.

The pound netters have nets that are attached to poles that are driven into the river beds. The formation of the poles generally run perpendicular to the shore. The fish, swimming either up or down the river, into the net, cannot get by, and swim into the part of the



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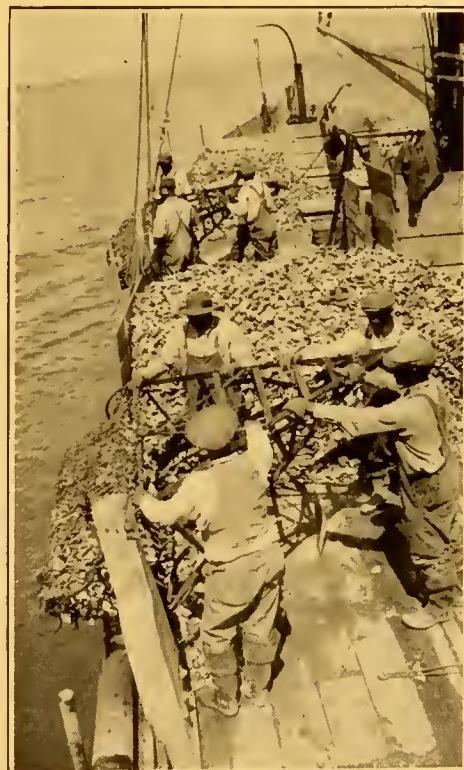
THROUGH THE YEARS IN NORFOLK



Power boat taking on seed or baby oysters in James River. The smaller boats along side catch these oysters from grounds belonging to the State of Virginia and sell them to any one who is in the market. These oysters are planted on private beds, and in two or three years they are ready for the market.



Planting seed oysters in private beds for cultivation.



Catching the oysters with dredge from private beds.



net called the purse. This purse is so constructed that one side is detachable from the poles, and is hauled up into the small boats so that the fish are brought close to the surface; in this position, they are "fished" out of the net with small scoop nets attached to long wooden handles.

The smaller boats take their catches to the larger or run boats, where they are assorted into varieties, and taken to the packing houses. The drift netters work practically in the same manner, except that the net is allowed to drift in the river or bay, the fish swim into the net, are placed in the small boats and then taken to the run boats. The location of these nets are in the rivers emptying into Hampton Roads; the waters surrounding Ocean View and Virginia Beach, and in the smaller bays in the vicinity.

During the winter months practically the entire production is caught by the trawl boats. These boats for the most part are Northern Trawlers out of Gloucester, Boston and New Bedford, Massachusetts, which find the fishing in southern waters less hazardous and more profitable than staying around the grand banks in the colder weather. The boats range in size from the converted sub-chaser to the more modern type like the Beam Trawler "Boston College," which drew a great deal of attention in these parts last year with a record catch of about one thousand barrels of fish—approximately 200,000 pounds. These boats rather than wait for the fish to come into the rivers and bays and be caught in the nets that are there waiting for them, go out into the ocean and make their fishing grounds in an area from three to twelve miles offshore, from the New Jersey coast on the north to Cape Lookout on the south. The crew depends on the size of the vessel, ranging from six to fifteen men on each boat, and with about 100 boats trawling in the waters adjacent to this port, and selling their fish to Norfolk and Portsmouth packers, one can picture the amount of money these boats bring into the coffers of the people of these cities.

Modern inventions have helped these boats to make the most of their catches and to know where to find the fish. To cite an example of the devices that make fishing in a modern, well-equipped trawler profitable, let us take a mythical voyage on one of them. Before leaving the docks of the packing house, we buy enough fuel and motor oil for our Diesel engine, fill our water tanks with fresh water and store our galley with food enough to last two weeks, although we hope to return to port within the week. Our captain has determined from the weather bureau the forecast for the next twenty-four hours. He

has talked to other captains who have just returned from the fishing grounds, and has found where the most fish are being caught at that particular time.

Our nets are in good shape, for the crew has worked over them, mending them during the short time we have been in port. We leave under full power, and our radio compass directs us to the place we have selected to make our first drag. Our fathometer tells us the depth of the water at that particular point, and from either the regularity or irregularity of the bottom, we can learn whether or not there are gullies in the ocean's bottom, where fish are likely to be swimming about.

Our boat hauls a net that is from 100 to 150 feet in length slowly around; and we hope that there are fish swimming in the water that it will entrap. Our fishometer will tell us the weight of the net, and if it is filling with fish. When this instrument shows that the net is full, the hauling gear on deck of the boat is put in motion, and the net hauled to the mast of the boat. A draw string is pulled from the net, the fish fall on deck. The crew immediately gets to work sorting the varieties, and storing them in the hold of the ship with crushed ice to preserve their freshness. While the crew of the boat is sorting, the net is put overboard again, and another haul is made.

On the other hand, if our fishometer shows that the net is not filling up, it is hauled on deck and the boat makes to other places where there is likely more fish to be caught. Our two-way radio keeps us informed of the prices and the supply of fish on shore, and our captain decides that now is a good time to make the run to the market. He radios to his packing house that he has caught so many fish and tells the size and variety, and starts on his way. Upon arrival at the docks, his fish are sold. Varieties that we might have caught on this trip would be croakers, flounders, porgies, sea bass, sea robbins, trout, sea eels, hake, codfish, and lobsters.

The two packing houses in Norfolk and Portsmouth best equipped to handle large catches of trawl fish are the Isaac Fass, Inc., fish house in Portsmouth and the Ballard Fish and Oyster Company's plant in Norfolk. When a boat arrives, if the captain has not been in communication with the executives of the packing houses, he calls for so many fish of such varieties and sizes. Telephone, teletype and telegraph machines go into motion, and before the hour is over, the entire load is sold.

The fish are taken out of the hold of the ship, by means of electric donkeys, placed in washers, where the slime and dirt is washed off the fish, then placed on tables, where each fish is hand-picked, weighed



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and placed in wooden boxes, between layers of crushed ice. The boxes are stored in cold storage rooms where the temperature is kept at a constant low, until the fish are ready for shipment. Shipments are made from these houses in car lots, in refrigerator cars, by express, by boat and by truck. Regular trucking lines have regular schedules upon which they travel from these cities, to the northern markets.

There are also several fish freezing plants in the Norfolk-Portsmouth vicinity. These plants specialize in preparing fresh fish that are a surplus on the market at any particular time into frozen varieties that under government specifications and inspection will keep for at least twelve to eighteen months. These freezers help to supply the demand for fish when there is no supply, during storms, and such times when there is no production.

The preparation of fish in the packing houses has changed greatly in the past decade. In former years the majority of fish handled by the local dealers were either shipped in the rough or bunched, with about two pounds of fish to the bunch. Oysters were for the most part shipped in one, three and five-gallon cans. Now we cannot find an up-to-date fish house that does not have a clean and sanitary dressing or filleting department. In these places, the rough or round fish are scaled, cleaned, and sometimes filleted, which is a process of taking all the bones from the fish. They are brined slightly so that they will keep their freshness and firmness, wrapped in parchment paper, and packed in tin cans which are placed in wooden boxes, encircled in crushed ice. These fish, when placed in the retailer's stand, offer a very appetizing morsel to the housewife. They are truly out of the sea into the frying pan fish. Some of the packers at different times of the year prepare salt or corned fish. The fish that is best to prepare in this manner are spots, for which Ocean View is famous, and mullets and herring.

The packing of oysters has evolutionized from packing from the larger packages into the smaller. It seems that the entire seafood industry has evolved from shipping in large packages, into the preparation of smaller packages that are more appealing to the housewife, and less trouble for the retailer.

Thus we see that the fish and oyster industries are an important part in the growth and development of Tidewater Virginia, especially Norfolk and Portsmouth. The catchers, packers and shippers, all have made great progress. Today, the wholesale seafood dealers of the twin cities ship Norfolk's famous seafood to all ports of the United States and Canada.

THE BUILDING AND LOAN ASSOCIATIONS OF NORFOLK FIFTY-SIX YEARS OF SERVICE

In the eighteen-eighties Norfolk was a town of 21,960 population whose business was just reviving from the disastrous effects of war, military occupation and reconstruction. The population was increasing; people were beginning to build; bold prophets were even predicting that in time there would be 50,000 people in the city. But money was scarce and interest high. The banking practices of the period did not provide facilities to enable the man of small means to finance his home on small weekly payments commensurate with his income, and at the same time there were few opportunities for regular small savings by wage earners. It was to meet this double need that the idea of building and loan, which had existed in America since 1832, was introduced in Norfolk.

It was in Norfolk in 1880 that the oldest Building and Loan Association now in existence in Virginia was founded. The new plan which provided for loans to be repaid over a term of years in small weekly or monthly payments and with the provision that no greater payment could be called for, met with immediate success, and soon other associations were formed to extend the usefulness of this plan. In the early days most of them had no office. The officers and directors simply met once a week in the store or office of one of the members, in order that the secretary might receive the payments of dues, and that the other business, if any, of the association, might be transacted. When enough money had been accumulated, it would be loaned to one of the members. The accumulation of funds was a slow process and there were always more prospective borrowers than there were funds available, so the lucky member was determined by lot, or the fund in hand was auctioned off to the member making the highest bid, thus speeding up the accumulation of funds for the next successful applicant. The detail work was done by one of the members, serving as secretary, usually with little or no compensation. Behind the splendid growth of each of the older associations is the story of the sacrifice of time and effort of some public-spirited man or men whose abilities were devoted to its success.

The Building and Loan movement continued to expand, growing as the town grew. In 1880 Norfolk had only 21,960 inhabitants, in 1900 there were 46,664. Ghent was laid out as a sub-division, and Park Place, Old Dominion Place and other "suburbs" were developed. The Jamestown Exposition brought a metropolitan consciousness and good streets and roads, making outlying sections



accessible and causing further expansion. In 1910 there were 67,542 inhabitants; in 1920, 115,777, and a large percentage of the new homes required were financed on the easy building and loan plan. Not only did the Building and Loan Associations help the city's growth—when the depression came they were a strong defense against some of the worst effects of it. Thousands of persons in Norfolk owe the possession of their homes to the forbearance and cooperation shown by building and loan associations when wage-earners were out of work.

In 1922 the Norfolk-Portsmouth-Berkley League of Local Mutual Building and Loan Associations was formed to promote cooperation among its members and to forward the best interests of all associations and of the city. The cooperation thus established has proven a material help in solving the difficulties which beset all lending companies during the depression. Today the assets of the associations of Norfolk, as reported in the State Corporation Commission's report for December 31, 1935, are \$24,629,427.36. It is significant to note that while in number our Associations represent only 20% of the total number in the State, their assets amount to 55% of the State total of \$44,859,738.48. It is not without reason that Norfolk is known as one of the most progressive building and loan towns in the United States.

No plan for the acquirement of a home superior to that of the building and loan method has ever been evolved. The great advantage of this plan lies in the fact that a reasonable weekly or monthly basis is stipulated at the start and no matter how great the demand for money may be, the member can not be called on for any amount greater than that originally agreed on. It is the general opinion in financial circles that the United States is entering on another period of real estate activity. Times are better, the Government's activities during the past three years have contributed to greater interest in home ownership than has existed for a decade. During the twelve months ending October 1, 1936, the nine members of the League made loans amounting to over two and a half million dollars and they have millions more available for loans on suitable property.

Despite their increased size and modern methods, the associations of Norfolk have maintained the spirit of friendliness and close cooperation with their members which is characteristic of building and loan at its best and the community is fortunate in the fact that these associations are prepared to furnish every aid for the extension of home ownership consistent with sound business principles.

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BERKLEY PERMANENT BUILDING AND LOAN ASSOCIATION

The Berkley Permanent Building and Loan Association (organized in 1886), one of the oldest financial institutions in the city of Norfolk, was organized in the small community of Berkley by a group of citizens, to provide for an urgent need in financing homes on a plan of easy and convenient payments and also to promote thrift and savings among the citizens of the community.

The first officers of the institution were as follows: President, M. Miller; Vice-President, P. H. Brouillet; Secretary, Chas. S. Wood. Directors: M. Miller, J. J. Ottley, Alvah H. Martin, J. W. McDonough, P. H. Brouillet, Chas. S. Wood, B. C. Bilisoly, Jno. M. Berkley, C. S. Russell, James L. Milby, P. L. Poindexter and G. D. Williams.

Some of the other influential citizens connected with the organization were: S. W. Lyons, E. M. Tilley, J. W. Jones and John Cuthrell. Mr. Jones and Mr. Cuthrell are both at present active officials of the institution, Mr. Jones serving as President and Mr. Cuthrell as Vice-President.

Among others who played an important part in the development of Berkley Permanent Building and Loan Association and the community at large were W. L. Berkley, Geo. G. Martin and Geo. T. Tilley, Mr. Berkley having served as President and Mr. Tilley as Secretary.

The first loans of the institution were confined to a small area but as the city progressed the association grew in size and usefulness to the community. Today it serves all sections of Norfolk and Princess Anne Counties and the cities and towns therein.

The founders of this organization builded better than they knew, they laid the foundation of an institution that for half a century has contributed to the growth of Norfolk by making loans of millions for thousands of homes that today stand as monuments to its progress.

This association has also been a factor in promoting thrift by the encouragement of systematic savings among the citizens of the community, returning to both borrowers and savers millions of dollars in dividends since it was established fifty years ago without a single interruption.

From its inception in 1886 this organization has grown to be one of the largest building and loan associations in the State of Virginia. With resources of nearly \$3,000,000.00, the officers and directors not only take pride in the fact that this institution has contributed so largely to home-ownership and the encouragement

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of thrift, but that it has been so closely allied for so long a time with the progress and advancement that Norfolk has made.

The present officers and directors are: J. W. Jones, President; John Cuthrell, Vice-President; J. R. Sears, Vice-President-Secretary; C. L. Old, Treasurer. The directors are: J. W. Jones, John Cuthrell, C. L. Old, D. D. Tuttle, J. C. Sleet, E. C. Savage, W. L. Berkley, Wm. P. Butt, H. G. Ashburn, Z. Vance Jones, John E. White, Jr., J. R. Sears.

Ample funds are available by Berkley Permanent Building and Loan Association to continue to perform its share of the work in building a greater and better Norfolk. Two branches, in addition to the main office, are maintained by the association for the convenience of its members and those who wish to take advantage of the service offered. One branch is located in the Merchants and Planters Bank in South Norfolk, another is No. 29 Selden Arcade Building in downtown Norfolk, and the main office is at 231 West Berkley Avenue.



Granby Street in the early 20th Century—looking South from Tazewell Street. Old Granby Theatre on left, old Monticello Hotel Building beyond. Right, Tazewell Building, Atlantic Hotel Building in right background.

**MUTUAL FEDERAL SAVINGS AND LOAN ASSOCIATION
OF NORFOLK**

On April 25, 1889, a charter was granted by D. Tucker Brooke, Judge of the Corporation Court of Norfolk, to The Mutual Building Association of Norfolk, Virginia, W. M. Hannah, President, Adam Tredwell, Vice-President, Ira T. Holt, Treasurer, Geo. W. Black, Financial Secretary, A. S. J. Gammon, Recording Secretary, Directors the above and Henry Brandt, Isaac Moritz, E. E. Whitehurst, Geo. M. Pollard, John T. Howard and S. Hamberger. How memories of the past are brought back to the older residents of the city by that roster of names!

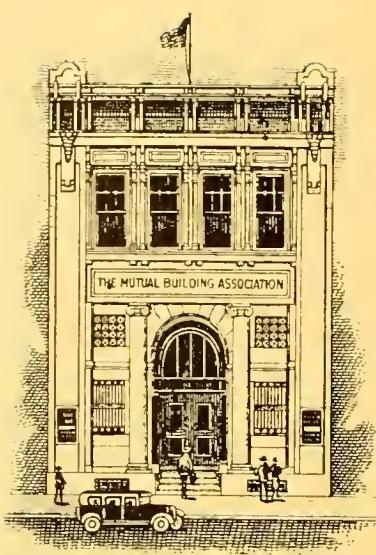
Norfolk was then a growing town of 34,000. Business was improving after the hard years of reconstruction, people were beginning to build new homes, but money was scarce and interest high. It was difficult for the man of small means to finance his home and there were few opportunities for regular small savings. It was to meet this double need that The Mutual Building Association was formed.

As its name indicates, it was primarily for the mutual benefit of its members. They paid in their savings each week and so great was the demand for money with which to build homes that when enough had accumulated for a loan, it was auctioned off to the highest bidder, the premium going to start the fund for the next loan. Later coupon bonds were issued and this form of investment proved so popular that it was continued until November 1, 1933, when the present method of issuing Share Certificates was substituted.

From the beginning the new association met with success. The first charter provided for maximum capital of \$1,000,000 but as the town grew this had to be increased to \$5,000,000, then in 1920 to \$10,000,000 and in 1935 the capital was made unlimited. In 1889 Bank Street was the business center of Norfolk and the first small office of the Association was located there. The location was changed as the city grew and on June 14, 1911, the present site, 121-123 W. Taze-



JOHN A. LESNER



member of the Board of Directors since August 6, 1907, and President since January 23, 1917, succeeding Mr. R. Exner. Mr. D. Carpenter, Vice-President, has been a member of the Board since 1907, and Mr. Fred V. Lesner, Secretary, has been Assistant Secretary and Secretary since 1915. Miss Lillian Waikart, Cashier, has been in the Association's employ for 36 years. Of the Directors, Mr. H. D. Oliver has been a member of the Board since 1903, the Honorable Norman R. Hamilton since 1913, Mr. Goldsborough Serpell since 1913 and Mr. H. T. Cruser, Jr., since 1919. Messrs. E. R. Willcox, Fred V. Lesner and W. C. Pender were elected in 1932 and Mr. C. Q. Nugent in 1933. The Association's first attorney was the late Judge Thomas H. Willcox and another attorney who represented it for many years was the late W. Dorsey Pender. Today the former's son, E. R. Willcox of Willcox, Cooke & Willcox, and the latter's nephew, W. C. Pender of Foreman, Pender & Dyer, are attorneys and directors. Other directors who have taken an active part in the Association's affairs in the past are Messrs. Max Pincus, J. W. Spagat, George Scott, Joseph Morris, W. H. Barnard, C. H. Ferrell, M. T. Friary, Maurice G. Long and E. J. Doran, all now deceased.

Changing world conditions brought new ideas into building and loan work—the Federal Home Loan Bank System, insurance of shares, direct reduction loans and Federalization. The Mutual has been a member of the Federal Home Loan Bank of Winston-Salem since it was founded and Senator Lesner is one of the Bank's directors. On April 30, 1935, the Mutual Building Association secured insurance

well Street, was purchased and the permanent home erected.

During those years a steady tide of savings poured into the Association and a steady tide of loans for home financing poured out. Many a citizen of Norfolk owes his business success today to the small savings account he first started in the Mutual years ago, and thousands owe their homes to the Mutual's plan of easy, regular payments.

The welfare of the Association has been the lifetime work of many of its officers and directors. The President, Senator John A. Lesner, has been a



on its shares to the amount of \$5,000 per person, the maximum allowed by law, and on September 16, 1935, it converted on a 100% basis into the Mutual Federal Savings and Loan Association of Norfolk, chartered by the Federal Home Loan Bank Board.

To its rock-like strength against which the financial storms of the past few years battered in vain, thousands of investors owe the safety of their life savings today and regardless of what may come in the future it will be protected by Federal insurance. Despite its increased size and modern methods, it has maintained the spirit of friendliness and close co-operation which has always been its leading characteristic. No account and no request for a loan is too small to be received with courtesy and the problems its members bring to it for solution become its problems, too. The Mutual Federal Savings and Loan Association looks back on the past with pride and forward to the future with confidence, ready as it has always been to do its part in making good its slogan: "A home for every citizen of Norfolk and a citizen of Norfolk in every home."

ABBOTT, PROCTOR & PAIN

Abbott, Proctor & Paine, New York Stock Exchange firm, whose local office at 117 West Tazewell Street is under the management of Bernard C. Smith, possesses a rich heritage in national business and financial history, in which the Norfolk Office has a goodly share.

Walter W. Price, a senior member of the firm, began his career as a runner for the old Norfolk National Bank, and is himself a native Virginian. Today he is a national figure. Well known for his long and active association with Wall Street, Mr. Price is likewise recognized as a pioneer in the development of the private wire system. It was he who in 1903, as a partner of the firm of E. & C. Randolph, opened Norfolk's first cotton and securities direct market, with Mr. Smith as manager, in what was formerly a grocery store in Atlantic City, close by what is now the Norfolk Cotton Exchange building.

Before that time the only way Norfolk had of keeping in touch with the cotton market was by a telegram each hour to the old Cotton Exchange Building down on Water Street, which gave the changes in prices on the New York Cotton Exchange. When the Cotton Exchange was moved to Atlantic City, these bulletins were



put on a half-hour schedule; but Mr. Price, realizing the importance of Norfolk as a cotton port and with far-sighted vision recognizing the future growth of the private wire system, established for E. & C. Randolph the modest branch office in Atlantic City, connected by private wire with Wall Street.

With the increase of business and need for greater facilities, the office was moved in 1920 to Tazewell Street, opposite its present location. Upon the death of Edmund Randolph, the remaining partners consolidated with the New York Stock Exchange firm of Livingston & Co., under whose leadership the Norfolk office continued to grow and expand. The first stock ticker in Norfolk was installed in Livingston & Co.'s office, and oldtimers smile in reminiscence as they tell of the old days when "we all sat around a table and grabbed slips of papers carrying the latest quotations 'off the wire'."

In 1928 the Norfolk office moved across the street to its present location. In the meantime, up-to-date quotation boards, a translux, and a financial news ticker have done their part in bringing Norfolk's clients in closest possible touch with Wall Street itself.

The present firm of Abbott, Proctor & Paine was organized in 1934 with the consolidation of the firm of that name and Livingston & Co., and in the fall of 1936 the firm of A. J. Wright & Co., with a chain of offices in the United States and Canada, became a part of the system of Abbott, Proctor & Paine.

Partners in the present firm are successors of firms established when the financial center of the country was not very far removed from the old "cottonwood tree" days, one having been formed over seventy and another more than fifty years ago. In those days Stock Exchange houses did not have branches throughout the country; most of them operated in and around Wall Street. Today, however, private wires connect Wall Street with Main Street, and true to her pioneer history, Norfolk, with a thirty-three-year-old brokerage service, again by adventure has proved her spirit of courage for the sake of progress.

POST AND FLAGG

Post and Flagg was established in New York in 1888. The Norfolk office was opened during 1928, with James B. McCaw, as manager. Mr. McCaw remained in charge of the Norfolk office until his death in November, 1935.

James B. McCaw, Jr., succeeded his father as active manager for Post and Flagg in Norfolk.

Post and Flagg are members of New York, Pittsburgh and other stock and commodity exchanges. The company deals in stocks, bonds, cotton, coffee, grain, and provisions.

The Norfolk office has a full ticker service and is located at 120 Atlantic Street.



Commercial Place and Main Street in 1902, before statue of Confederate Soldier was placed atop Monument. Both monument and statue were designed by Couper Marble Works.

THE COUPER MARBLE WORKS

The Couper Marble Works (established March 1, 1848) is said to be the oldest business institution in continuous operation in Norfolk. It was established on March 1, 1848, by John D. Couper, on the site now occupied by Willis Furniture Company at Main and Granby Streets. This was before the old Atlantic Hotel was built.

During this time, two loving cups have been presented by the employees to the employers, in testimony of the esteem of the workers for those who conducted the business affairs of the company.



Regarding the first loving cup presented, a Norfolk newspaper published March 2, 1898, had this to state in part:

"The Couper Marble Works, Nos. 159-163 Bank Street, yesterday celebrated the fiftieth anniversary of its existence.

"The occasion was one of utmost pleasure. The day marked the close of half a century of honest dealing with the public and found the firm in a prosperous condition, with a still growing business, enjoying the confidence of its many friends and the esteem of its employees.

* * * * *

"The presentation was informal and informally received; Mr. John D. Couper, founder of the firm, being particularly affected by the gift. . . .

"Mr. John D. Couper, the senior member of the firm, now 76 years old, began the present business on the site now occupied by Watt, Rettew and Clay's establishment. After the war he moved the plant to Bank Street, where it is now located."

The second loving cup was presented in the same spirit by the then employees, in 1923.

The news item of 1898 also stated this (words which are still true at this date in 1936):

"The firm is one of the best known in the South in its line, and has a very large trade in Virginia and North Carolina. They are splendidly equipped and take pride in the well known excellence of their work."

Upon the death of John D. Couper, the two sons—John D., who had entered the firm in 1876, and Charles C., who joined with it in 1888—continued the business. Later, when John D. Couper, Jr., died, the sole ownership of the concern was acquired by Charles C. Couper, who is still actively engaged in its management. It is a notable fact that the establishment, now in its 89th year, has been in one family covering only two generations.

The unvarying policy of the firm, since its beginning in 1848, has been to produce marble and granite memorials notable for originality in conception and artistically executed. Among the outstanding pieces of work by the Couper Marble Works, ranking with the finest of their respective class in the State, are the LeKies Mausoleum in Elmwood Cemetery and the Norfolk Confederate Monument at Main Street and Commercial Place.



BATCHELDER & COLLINS

Batchelder and Collins, Inc., Norfolk's pioneer building material dealers, was established in 1868, by B. M. Batchelder and W. H. Collins, at what was then 141 to 145 Water Street. The site is now occupied by the Norfolk freight terminal of the Norfolk Southern Railway.

The Company from the day it began, took active leadership in the work of building a greater Norfolk. Then Norfolk was a city of only a few thousand people. Today Batchelder and Collins serve a metropolitan area with a population exceeding 300,000.

The present plant is situated on Granby Street and Norfolk and Western Railway. The company specializes in Class A building materials, which include brick, lime, plaster, cement, terra cotta, roofing, etc.

The officers of the company are: William C. Whitehead, President-Treasurer; Early W. Whitehead, Vice-President; and Gustav J. Kirchheimer, Secretary.

Mr. Early W. Whitehead in addition to being Vice-President of Batchelder and Collins is Treasurer of Norfolk County.



Company "E"—4th Virginia Regiment, Virginia National Guards, in the gay nineties.



NORFOLK-PORTSMOUTH BRIDGE

C. M. JORDAN *Auf einer Photo*
Who led the successful fight for a
bridge connecting the Twin Cities.

The Norfolk-Portsmouth Bridge, or the "Jordan Bridge," as it is more familiarly known, is located just south of the Norfolk Navy Yard, connecting U. S. Route 460, across the Southern Branch of the Elizabeth River, through South Norfolk to Norfolk and the beaches.

The building of the Norfolk-Portsmouth Bridge is commemorated by a bronze tablet placed on the bridge, a photograph of which is shown on the next page, which is a monument to the untiring efforts of C. M. Jordan, W. P. Jordan and Associates, who secured permission of Congress, Pub. Bill No. 272, 69th Congress, approved May 22nd, 1926, and financed and built the bridge,

opening it for traffic August 24th, 1928.

The bridge was designed by Messrs. Harrington, Howard & Ash, Engineers, of Kansas City, Mo., and construction was handled by Mr. E. R. Needles, of their New York office. The first contract was awarded June 25th, 1927, work was started August 15th, 1927,



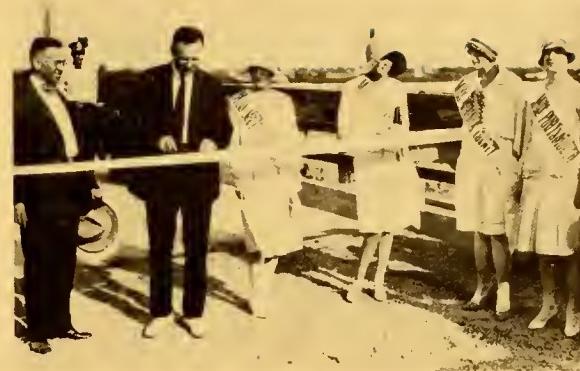
Norfolk-Portsmouth Bridge over Southern Branch of Elizabeth River opened to traffic August 24, 1928.



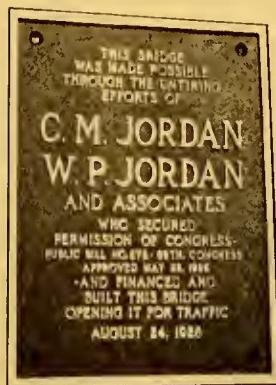
and the bridge was officially opened and dedicated by Governor Harry Flood Byrd as the last connecting link in King's Highway between Richmond and the Sea August 24th, 1928.

The original cost of the bridge was \$1,125,000.00.

Mr. C. M. Jordan was the first President of the bridge, but he and his brother, Mr. W. P. Jordan, sold their entire holdings to New York interests in June, 1929, severing their connection with the bridge. In 1931 the bridge was placed in receivership, with Mr. Chas. R. Welton as Receiver. An appeal was made to Mr. C. M. Jordan to come back and show his faith in the bridge by buying bonds and casting his lot in with the bondholders in an effort to put the bridge back on its feet. So successful was this effort that a basis of reorganization was reached in December, 1932, and the bridge was reorganized under the Second Mortgage with Philadelphia and Baltimore bankers, and taken out of Receivership August 1st, 1933, Mr. Chas. R. Welton being made President of the new corporation.



His Excellency the Governor of Virginia, Harry Flood Byrd, cutting the ribbon and opening for traffic the Norfolk-Portsmouth Bridge—August 24, 1928. Mr. C. M. Jordan on extreme left. Sponsors are Miss Eugenia Portlock as Miss South Norfolk; Miss Mary Calvert Truxton as Miss Norfolk; Miss Elizabeth Duke as Miss Norfolk County; and Miss Virginia Hanrahan as Miss Portsmouth.



Tablet placed on bridge to commemorate work of Messrs. C. M. and W. P. Jordan.

Colonial days. The building of the Norfolk-Portsmouth Bridge made possible the first continuous highway between Norfolk and Portsmouth and from Richmond to the Sea.

With the aid of State and Federal Funds, U. S. Route 460 has been extended from Bristol to the Sea, and was connected over the



Norfolk-Portsmouth Bridge in the spring of 1934, and is rapidly becoming the main artery of traffic in Southside Virginia.

The present officers of the Norfolk-Portsmouth Bridge, Inc., are: Chas. R. Welton, President; J. Wm. Middendorf, Vice-President; J. Davis Reed, Treasurer.

The Directors are: Chas. R. Welton, J. Wm. Middendorf, J. Davis Reed, Robt. M. Hopkins, F. A. McCord, C. M. Jordan.

SEARS, ROEBUCK AND COMPANY

The birth of an idea in far-off North Redwood, Minnesota, a half century ago has made Sears, Roebuck and Company a part of the colorful history of Norfolk, Virginia.

On that day, fifty years ago, Richard W. Sears sat in the ticket station there where he worked as station agent. His eyes were gazing at a package of watches which had been refused by a local jeweler. In his efforts to arrive at the most satisfactory way to handle the shipment, it occurred to him that he might buy the watches himself at a price concession and resell them among his railroad friends for less than they could purchase similar watches elsewhere. He not only sold them by personal solicitation but by letters.

That was the real beginning of the far-flung structure of Sears, Roebuck and Company, which, either years ago, became a part of Norfolk; marching forward with Norfolk as she herself has progressed.

From the small beginning Mr. Sears' idea quickly expanded. The volume became too great for so circumscribed a spot, and Mr. Sears, in 1886, moved to Minneapolis. His business continued to grow and he determined that a more centrally located place would be more advantageous, and early in 1887 he moved to Chicago and opened a business under the name of R. W. Sears Watch Company. It was about that time when he became acquainted with A. C. Roebuck. Like Mr. Sears, Mr. Roebuck is of English ancestry, and his great grandfather came from one of the earliest colonies in Virginia.

From then on the history of Sears has been one of continued success and healthy growth.

Mr. Roebuck sold out his interests in 1895 and Julius Rosenwald entered the organization which then became incorporated, with Mr. Sears as President and Mr. Rosenwald Vice-President.

Ten years later the institution was doing a business that had reached a total of almost \$40,000,000 a year. In 1909 Mr. Sears retired from business and Mr. Rosenwald was elected President.

So successful was the operation from Chicago that it was decided to open another mail order plant. It was done in Dallas, Texas, 1907. Since then eight more mail order plants have been established.

In 1925 a rather daring step was taken by Sears. That was the establishment of retail stores. The first one was at the Chicago plant. It was prosperous from the start.

Now, more than 430 retail stores exist to supplement Sears' mail order in servicing Sears' millions of customers.

The part that Sears has played in the economic life of Virginia may be exemplified by just a few figures. Sears has spent in this State during the five year period, ending with 1936, in excess of \$12,000,000, and those included depression years when more than \$10,000,000 was poured into the State by way of merchandise purchases, and more than \$1,000,000 went for payroll. The average yearly expenditure during that period was in excess of \$1,750,000.

Sears is proud of its record in Norfolk and is proud of the record that Norfolk has made for itself. Its only desire is that the historians of the future may be able to write of such high achievement for both Norfolk and Sears.



Main Street, looking east from Commerce Street, 1900.



THE HOUSE OF ARTHER MORRIS

The House of Arthur Morris was established in the old Columbia Building on Granby Street, in 1887, by Arthur Morris, of the fourth generation of the Morris family in Norfolk.



ARTHUR MORRIS

Founder of the House of Arthur Morris

designs while the customers were waiting for their bundles to be wrapped. In all his creations he emphasized the purchaser's personality and was so successful in this work that David Lowenberg and other business leaders of the period recognized his ability and urged him to go into business for himself.

In those days, everything was made to order, and what was a small business shortly grew to be an establishment with one hundred sewing girls, and Arthur Morris was recognized as the South's outstanding dress creator and maker.

Early in his career, Mr. Morris adopted as his creed: "So many gods—so many creeds—so many paths that wind and wind, when just the art of being kind—is all this sad world needs."

The first brick in the building at 111 Plume Street, where the House of Arthur Morris is today carrying on as a memorial to its

Young Morris interrupted his education when thirteen years old and joined the staff of Umstadter Myers, father-in-law of Arthur J. Morris, the founder of the Morris Plan Bank.

Mr. Myers operated Norfolk's outstanding dry goods store of that time and the new young clerk at the dress goods counter soon began to reveal the talents which in later years earned him international fame.

Mr. Morris was artistically inclined and in his spare moments painted and sketched. In the store, after the purchase of goods for dresses had been made, he would offer his suggestions regarding how he thought the goods would make up. In many instances he drew the

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founder, was laid by Miss Virginia Leigh Morris, present head of the firm. Miss Morris was a child at the time and did not realize that she was taking the first step which would later lead her to the desk as directing genius of the organization.

Mr. Morris married Sadie Spaget, daughter of J. W. Spaget. Dr. Southgate Leigh, famous physician and surgeon who died in 1936, was Miss Morris' godfather. Mr. Morris studied art with Eugenia Hemandon, of Norfolk, and his daughter inherited his artistic talent and became famous as a sculptor, in addition to winning fame for her House of Arthur Morris creations.

Miss Morris was educated in Norfolk schools and studied sculpture under Belle Irvin, Harriett Whitney Frishmuth and Solon H. Borglum, brother of Gutzum. Miss Morris also had two years at the Fine Arts School at Yale and several years in France. W. Frank Purdy, dean of American sculpture, guided her entire career. She is a member of Society of Washington Artists, Norfolk Society of Arts, Norfolk Art Corner, Southern States Art League, and made the Henry A. Wise Memorial and designed the road markers for the State of Virginia. Awards and prizes are: Florence K. Sloane award and Elsie Stegman prize. She exhibited at Corcoran Art Gallery, Washington, D. C.; the Academy of Fine Arts at Philadelphia, and at Birmingham, San Antonio, New Haven, New York, Detroit, Baltimore, New Orleans, Richmond, Norfolk and elsewhere.

Arthur Morris made a very definite impression during his life time of service to the community. He was a member of the original commission appointed to beautify Norfolk and took an active part in all civic affairs and worthwhile movements.

He always had many proteges and through his philanthropy



boys and girls were enabled to develop their talents without the worries usually natural to one gifted but financially embarrassed. Many famous designers of today credit their success to the helping hand given by Arthur Morris. Prince Youcca Troubitzkoy, who was under contract by one of the large motion picture companies, was one of his proteges.

Mr. Morris' favorite flower was a white carnation. He wore one daily in the lapel of his coat, and like father, like daughter, only Miss Morris' favorite is the brown orchid. Rarely is she seen without one of these beautiful flowers.

Miss Morris, formerly Mrs. Sylvan King, has one son—Arthur Morris, II, now aged thirteen. The House of Arthur Morris is said to be the only Norfolk house that sends a representative to Paris to bring back the latest fashions. This has been the policy of the company since 1900, and recently Arthur, II, made the trip with his mother. On the way over she asked him what he planned to do when he grew up. His answer was that he would follow in his grandfather's footsteps. Even at his age now he is evidencing a keen interest in the work and is especially interested when a new creation is being displayed.

The House of Arthur Morris has made dresses for court appearances, for Governor's wives, for wives and members of families of officials of foreign governments, and also has many patrons among the Army, Navy, Marine Corps and Coast Guard and an excellent patronage from the Norfolk women generally.

The House of Arthur Morris has specialized for years in wedding gowns and veils. One family recently at a golden wedding celebration wore gowns from three generations—wedding gowns of 50 years ago—gown for the wedding of a daughter and a gown for the little granddaughter—all of which were designed and made by this famous house.

Miss Morris brought to Norfolk the first representative exhibition of American Sculpture and established the Norfolk Free Art School. This school now has more than sixty pupils and is one of the reasons why Norfolk became art conscious. Boys and girls who attended this school have won many scholarships, including one Beaux Arts prize.

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— THROUGH THE YEARS IN NORFOLK —



Boush Street at Olney Road looking South—showing new Colonial Oil Company Building at left.

COLONIAL OIL COMPANY, INC.

Founded nine years ago, in December, 1927, Colonial Oil Company, Inc., a Virginia corporation, has grown rapidly and steadily until today it is recognized as one of the outstanding petroleum organizations in the South.

The first officers of this company were the late W. H. Ray, President; S. P. McConnell, Vice-President; and Leon Landauer, Secretary and Treasurer. Headquarters were established at the company's ten-million-gallon terminal on the Southern Branch of the Elizabeth River in Portlock. The company's entire force consisted of but five people, including the three officers named above. Today, this number has been increased to well in excess of one hundred.

In November, 1930, Colonial merged with South Atlantic Oil Company, of which company E. R. Harden, Jr., was President. Mr. Harden remained with the new company in the capacity of Vice-President in charge of sales in the City of Norfolk.

The lamented death of W. H. Ray in May, 1936, necessitated the election of new officers and, at that time, S. P. McConnell became President of the Company and Leon Landauer Vice-President and Sales Manager.

Distributing Pure Oil Company products throughout Eastern Virginia and Eastern North Carolina, the Colonial Oil Company, Inc., has more than four hundred Blue and White Pure Oil service stations serving the needs of the motoring public in a territory that extends from Fredericksburg, Virginia, on the north, to Morehead City, North Carolina, on the south.



Mighty tankers deliver their cargoes at the company's Portlock terminal, from which point it is distributed by boats, tank cars, and trucks to the outlying points in the company's territory.

The one tank truck that first distributed the company's products has been increased to a giant fleet of more than forty fast trucks, which speed thousands of miles daily delivering Pure Oil products to stations serving hundreds of thousands of customers.

Realizing the need for more modern office and service station facilities, the company started construction of such a structure in January, 1935, and moved into this new building on May 15th of this same year. The building, located at the intersection of Boush Street and Olney Road, in the City of Norfolk, is modernistic in design and carries out in stucco, tile and gleaming stainless steel the Blue and White color scheme of the company's service stations scattered throughout the two States. The general offices of the company are located on the second floor of this building.

NORFOLK DREDGING COMPANY

The Norfolk Dredging Company was organized in the year 1899 by the late Mr. Oscar F. Smith, of Campostella, who built and lived in the large Homestead, still a conspicuous landmark of the Campostella section of Norfolk.

For more than three decades this corporation has contributed largely to the development and improvement of the harbors of Norfolk-Portsmouth and Newport News, and the tributary waterways of the Chesapeake Bay and the North Carolina Sounds.

The plant is modern and consists of both the Clam Shell and Hydraulic type of Dredges, large sea-going Tugs, a fleet of Dump Scows and auxiliary equipment, all of which is kept fit and up-to-date at the company's repair yard at the southerly end of the Campostella Bridge at Norfolk.

The company is a helpful industrial factor in that it gives employment to a considerable number of people, and holds itself in readiness to respond promptly, in its sphere, to the transportation or industrial needs of the community.

Mr. Oscar F. Smith, Jr., son of the founder, is President of the company; Mr. Oscar F. Smith, 3rd, is Vice-President, and Mr. J. T. Gibbs, Secretary and Treasurer.

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THROUGH THE YEARS IN NORFOLK

GEO. TAIT & SONS, INC.

Few organizations can boast of sixty-eight years of continuous leadership, without failure, compromise, or reorganization. Yet, this is the remarkable record of the well known firm of Geo. Tait & Sons, Inc., located at 55 Commercial Place.



This flourishing seed business was established sixty-eight years ago by Col. Geo. Tait, and has grown with the years, until today Tait's Thorobred Seeds are known the world over as "Best by Test" for their superior quality, and are



preferred by the most successful truckers and market gardeners.

The House of Tait has always striven to give its customers only the best seeds that can be grown, and much of its success can be attributed to the fact that the seal of "Tait" means the BEST in seeds.

The present officers of the corporation are James T. Moreland, President; David B. Blackwood, Vice-President; and Frank W. Beach, Secretary and Treasurer.

BURROW, MARTIN & CO.

No names have been more closely associated with the development and progress of Norfolk in the last century than those of Burrow, Martin and Company, for eighty-four years factors in the retail and health fields of Norfolk and Tidewater Virginia.

Records show that John W. Burrow established his first drug store on Church Street in 1850. Church Street in those days was the only retail business street in the city and Burrow's drug store, according to advertisements appearing in the old newspapers of that day, handled a great variety of articles in addition to health-preserving drugs.

The present generation's first recollection of Burrow's drug store is when it was located on Main Street near Bank, opposite the old City Market. Here Mr. Burrow built up a reputation that Burrow, Martin & Co. have continued and expanded with the four stores now being operated.

Mr. Burrow was an active figure in Norfolk and his family was prominent in the growth and development of the city for more

than three-quarters of a century. He was progressive, public-spirited and was a born merchant. The policy adopted by Mr. Burrow in the early days of his business was: "I endeavor to make it to the best interest of my customers to permanently deal with me, by treating them right in all matters pertaining to weights, gauges, measures and the quality of goods."

That policy is continued in the Burrow-Martin stores today and probably accounts for the continuous and increasing popularity of these modern pharmacies and drug stores.

Mr. Burrow died in 1896, perhaps the best known merchant in the city of his day with a host of personal friends and a reputation for integrity that was a proud heritage.

Upon Mr. Burrow's death, the late W. R. Martin purchased a half interest in the business and a partnership was formed with John W. Burrow, son of the founder of the business.

Mr. Martin at that time was engaged in the drug business at 222 Main Street, from which Martin's Pharmacy was moved to 265 Granby Street in 1917.

The partnership was continued until 1905 when the business was incorporated with the following officers: W. R. Martin, President; John D. Burrow, Vice-President; W. A. Jones, Treasurer; and H. G. Murphy, Secretary.

During the past thirty-one years there have been but few changes in the personnel of the business and today the officers are: W. J. Rogers, President; W. A. Jones, Vice-President; and W. W. Tharp, Secretary and Treasurer.



Old Norfolk Academy—1886.

HOFHEIMER'S

Fifty-one years ago a new shoe store—"The Excelsior"—opened its doors for business at 192 Main Street. Its stock, neatly arranged on shelves and counters, was none too large, but the policy of the

GRAND OPENING!

THE EXCELSIOR SHOE STORE

MIS NOW OPENED AT—

192 Main Street, 192 Main Street,
WITH A LARGE LINE OF
Men's, Ladies' and Children's Boots and Shoes
—WHICH THEY ARE—
SELLING AT PRIME MANUFACTURERS' COST.

Call and see for yourselves, as you can save money.

THEIR PRICES DEFY COMPETITION.

DON'T FORGET NAME AND NUMBER

Excelsior Shoe Store, 192 Main Street,
NORFOLK, VIRGINIA.

Advertisement which appeared in old Norfolk
Virginian of March 14, 1885.

"The Star," was opened on Church Street. A year later it was necessary to add another unit on account of the demand for shoes handled by the company. This new store was named "The Famous"—across the river in Portsmouth. Later—another store—"The Economy"—was established in Richmond.

About 1889 all stores were given the same name—"Hofheimer's"—for the brothers who entered the shoe business with the first store with a capital of \$7,000.



First floor, showing Hosiery and Boy's Department of
new store, 325 Granby Street.

On June 20, 1935, the company celebrated its Fiftieth Anniversary and was given a surprise party in its old store on Granby Street. A. B. Schwarzkopf, the President of the Norfolk Association of Commerce, led the party which included representatives of the press, civic clubs, and men and women active in business

affairs of the community.

The arrival of the party was timed to coincide with that of flowers and telegrams from practically every section of the United States, Canada and South America. Within less than an hour the first floor was almost a solid bank of floral pieces and cut flowers.

On December 30, 1935, the new air-conditioned store at 325



First floor, showing section of Women's Department,
325 Granby Street.

Granby Street, the most modern shoe store in the entire South, complete in every detail, with ALL selling space on one entire floor, including an auditorium, children's "Playground," ladies' and children's barber shop, and the largest retail shoe store stockroom, threw open its doors, ready for business.

On January 2, 1936, the formal opening of the new store was celebrated. That night, from 7 p. m. to past midnight, thousands of people, including many from out of the city, visited the establishment. Flowers and souvenirs were distributed while an orchestra rendered selections. The entire staff of Hofheimer's, headed by Mr. David Hirschler, President, received. The Honorable Norman R. Hamilton, one of the distinguished visitors who spoke during the radio broadcast over Station WVAR, direct from the store, said in part: "The new store, an exposition itself in modernistic design and volume of stock merchandise takes high place in retail business of the community and demonstrates a force supreme in management and progress."

The present officials attribute much of the company's success to constant advertising. It is claimed that Hofheimer's has the distinction of being the largest and most consistent advertiser in its field, in the United States. It advertises more than any other retail shoe store and uses more shoe copy in any one city than any other retail shoe organization.



The present officers of Hofheimer's are: David S. Hirschler, President and Manager for the Children's, Boy's and Junior Women's Departments; Richard Hofheimer, Vice-President and Manager of the Women's Department; Walter Rosenberg, Secretary and Manager of Main Store. A. C. Fellman is Manager for the Men's Department and Mrs. Helen Epstein is Manager of the Hosiery and Bag Department. V. F. Wertheimer is Advertising Manager.

The sales force of four that opened "The Excelsior" in 1885 has expanded until now it numbers 150 men and women, many of whom have been actively identified with the concern for more than 40 years.

Mr. Hirschler, the President of the company, is considered one of the country's leading authorities on shoe retailing. His entry into the industry, subsequent rise to leadership of what is said to be the largest shoe distributing firm in the South and the development of his company's business under his guiding hand, are three of the reasons why Hofheimer's has received international recognition in the shoe trade. He is a stylist on the style committee for men's and women's shoes for the National Shoe Retailers' Association; a member of the Middle Atlantic Shoe Retailers' Association, and manufacturers often consult him on subjects pertaining to the future shoe styles. His decisions are prized highly by nearly everyone connected with the shoe business.



City Hall Avenue, looking East from Boush Street—1896.



AMES AND BROWNLEY

Back in the "Gay Nineties"—shortly before this country declared war on Spain, D. Baker Ames and J. H. Brownley formed a partnership and opened a small retail store which featured white

goods, linens and "domestics." The new enterprise for the Norfolk of "Remember the Maine" days was located at 366 Main Street, near Church, in what was then the only downtown shopping area.



Ames and Brownley building at 400-408 Granby Street, corner Freemason. This building erected on site of old Granby Street Methodist Church.

handled by Ames and Brownley. Herman Hornthal was admitted as a member of the firm and the new store was opened at the corner of Granby and City Hall Avenue, in the Monticello Hotel building.

Within five years the business grew to such proportions that it was again necessary to seek a location with more floor space, and this time Ames and Brownley built their own building at 222 Granby Street. With the opening of the larger store many new lines were added, including women's apparel, millinery, and accessory departments.

The growth of the business was consistent and the year 1919 found the firm once more searching for a new site. Mr. Hornthal retired from the firm and as Ames and Brownley, Incorporated, the move was made to Granby and Freemason Streets, the present location, with a floor space of more than 40,000 square feet and a number of enlarged departments which included homefurnishings, electrical appliances, art, gift and photography shops, and also more complete women's, children's, and men's departments.

The years—39 in number—from 1898 to 1936, inclusive, have witnessed many changes for Ames and Brownley, but there has

not been any change in the policy of the firm. Today, the priceless assets which D. Baker Ames and J. H. Brownley value far above expanded area and increased volume are the respect, confidence, goodwill, and the friendliness of the people of Norfolk who shop at the store.

Ames and Brownley has become an institution that is a vital and necessary contributor to Norfolk's civic progress. The firm has long recognized its responsibilities from a community standpoint and as a progressive business institution it participates in all worthwhile movements.



Monticello Hotel in 1901, with Ames and Brownley occupying corner store.



Old Tazewell Manor, in Edgewater, facing Hampton Roads—built in 1784. One of the first houses erected in Norfolk after the Revolution. Owned and occupied continuously by descendants of Judge Benjamin Waller.

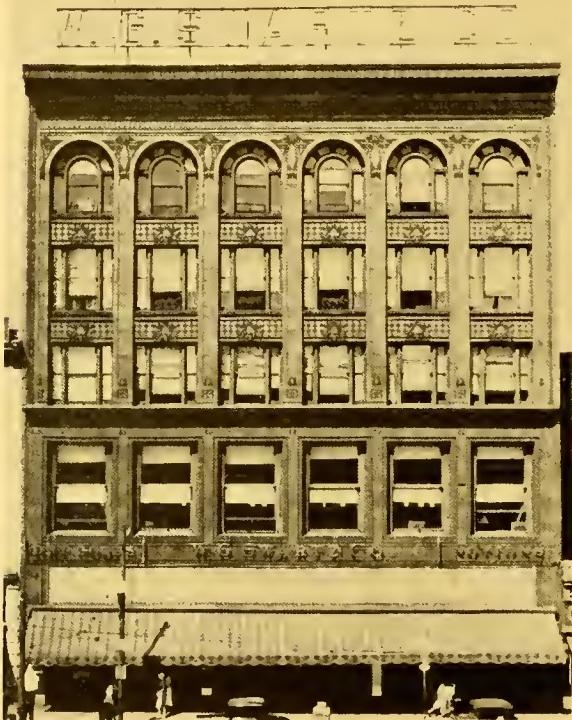
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THROUGH THE YEARS IN NORFOLK



W. G. SWARTZ COMPANY, INC.

In the year 1896, Norfolk's great possibilities being recognized, was selected as a desirable location for establishing a new business enterprise by the firm composed of L. O. Miller, W. S. Rhoads, and W. G. Swartz.



Main Street Store at head of Commercial Place, erected on site of Court House for Lower Norfolk County from 1682 until 1691 when Princess Anne County was cut off. It remained the Court House of Norfolk County until 1784, when it became the Hustings Court of Burrough of Norfolk. A debtor's prison, jail, ducking stool and pillory were in the rear.

made nor were they tolerated.

The original quarters occupied by this reputable business enterprise were located in the buildings 192 to 202 on the North side of Main Street, near Granby.

As the spreading oak evolves from the tiny acorn, so, too, was this modest enterprise destined to grow as the years passed, into a mighty mercantile institution.

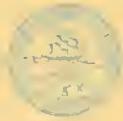
This store with its admirable policies was, from the beginning, a great success and within four years its rapid growth demanded the necessity for larger and more extensive quarters. In 1900 a

This firm being among the pioneers in the "Better Business" movement, announced in the Norfolk papers that not only a new store but a new kind of store was to be opened. The policies adopted were that the new store be instituted as a strictly one-price establishment, with all goods marked in plain figures and sold at such prices.

The policy also provided that only dependable merchandise would be offered, the salespeople being educated with regard to this policy in view.

Advertisements were absolutely in line with "Truth in advertising." No exaggerations were

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large substantial building was erected on Main Street, at the head of Commercial Place, near the Confederate Monument.

This additional floor space of 45,000 square feet enabled the firm to introduce many additional and varied lines of merchandise not heretofore carried, forming many new and desirable departments.

The popularity of the store grew until it became necessary in 1907 to once again expand. The firm deemed it advisable to erect the large modern building corner of Bank and Plume Streets with 85,000 square feet additional floor space, making a total of 130,000 square feet.

The opening of this greater store was a magnificent and brilliant affair, still remembered and referred to by thousands of people of Norfolk, Portsmouth and surrounding cities and towns as one of the milestones in the progress of Norfolk as a retail trading center.

With this additional space came new improvements and innovations, including the splendid Cafe, located on the third floor of the Plume Street building.

Its reputation for its refinement and excellent cuisine is greatly appreciated by its many patrons. Its private room called the "Blue Room" is patronized by many organizations wishing to hold "meetings" and enjoy at the same time a friendly luncheon.

In 1927 W. G. Swartz acquired the interests of L. O. Miller and W. S. Rhoads and since then the firm has been operated under the name of W. G. Swartz Co., Inc.

All of the admirable policies adopted in 1896 have been adhered to and are still in effect in the year 1936 and are some of the reasons why W. G. Swartz Co., Inc., is recognized as one of the South's leading Department Stores.

The store today with many departments is fully equipped and modern in every respect, due to the sterling worth of W. G. Swartz, who served as President of the company until his death December



31, 1935. His broad intellectual grasp of the affairs of the organization and problems of merchandising made him an outstanding merchant, beloved and respected by employees, patrons and his business associates.

The organization is still in operation under the name of the W. G. Swartz Co., Inc.

The present officers and directors are: Mrs. W. G. Swartz, President; W. W. Bennett, 1st Vice-President; J. A. Watts, 2nd Vice-President; C. H. Hansen, Secretary and Treasurer; and T. W. Derry, Assistant Superintendent.

ACME PHOTO COMPANY

The Acme Photo Company, 222 East Plume Street, Henry W. Gillen, Manager, operates Tidewater's largest and most complete commercial photographic plant in the entire South.

Through Mr. Gillen's business foresight the first combination photographic printing and finishing machine in this section of the country was installed by his company. The machine, built by a London firm from specifications submitted by Mr. Gillen, is a decided improvement upon the other machines of this character in operation in America.

The new equipment, which requires an especially large operating room, is capable of turning out approximately 2,000 prints, 9 by 11 inches, or any number of smaller prints in combination up to this size, in an hour. Not only does the machine print photos at this rate, but the sensitized paper goes direct from contact with the negative through all of the developing, fixing, washing and trimming processes before it is touched again by the operator. In addition any printed matter necessary on the back of the print is done at the same time.

Mr. Gillen is a photographer of wide experience in his business not only in the ordinary run of commercial work but also in the motion picture field. He is one of the pioneer motion-camera operators; has also worked for the largest pictorial news syndicates in New York and Chicago, and has maintained his own establishment in Norfolk since 1918.

Starting more than 24 years ago as first cameraman for the old Pathe Company, he held the same position with Paramount and



Artercraft and other companies, "shooting" for them for seven years. Tiring of the motion picture routine, Mr. Gillen, who still hangs on to his camera and uses it on special jobs, branched out into the commercial field. He made the government progress pictures on the Panama Canal and also made a series of pictures in and around Nome for the Alaska Film Corporation.

When the Norfolk Advertising Board was established in 1925, Mr. Gillen was designated to perform all the technical work necessary to provide the board with a complete library of photographs on the Norfolk area, from all standpoints—Industrial, Port, Resort, Historical, etc. More than 10,000 negatives were made and today (1936) the Advertising Board has what is said to be the most complete photographic file maintained by a Chamber of Commerce or a community advertising organization. Mr. Gillen's work in this connection was a distinct contribution to the community effort being made to advertise and publicize the Norfolk area nationally. Mr. Gillen is still one of the Advertising Board's staff photographers and as a result of his work the Advertising Board's photographic files are kept up-to-date.

EASTERN STEAMSHIP LINES (OLD DOMINION LINE)

Eastern Steamship Lines, Inc., began service between New York, Norfolk, City Point and Richmond, in 1867, using the steamers Hatteras and Albemarle, which carried passengers and freight. At that time the company was known as the Old Dominion Steamship Company.

The Old Dominion Company was an important factor in the development of Norfolk as a port, and its successor—Eastern Steamship Lines, Inc.—is carrying on in the later days. To illustrate how important this line was to Norfolk, especially at the turn of the Twentieth Century, the annual edition of the Norfolk Virginian of 1897 stated: "It is the longest daily ocean passenger and fast freight line in the world and the service performed by the company's fleet of screw steamships is unsurpassed."

Then the steamers of the main line from Norfolk to New York were: Princess Anne, 3,300 tons; Jamestown, 3,000 tons; Yorktown, 3,000 tons; Roanoke, 2,000 tons; Guyandotte, 2,400 tons; Old Dominion, 2,300 tons; City of Columbia, 1,900 tons; and Richmond, 1,500 tons.



Today, Eastern Steamship Lines operate a fleet of nineteen sleek greyhounds of the sea. Four of the steamers—Acadia, 7,500 tons; Robert E. Lee, 5,000 tons; George Washington, 5,000 tons; and Madison, 4,000 tons—are on the Norfolk-New York line.

In addition to the Norfolk-New York service, the company operates seven other lines—Richmond and New York; New York and Yarmouth; New York and Portland; Boston and New York; Boston and Saint John; and Boston and Bangor. During certain periods of the year the company conducts special cruises to Bermuda, the West Indies and other southern waters.

Eastern Steamship Lines was one of the first transportation agencies to cooperate with the Norfolk Advertising Board in the board's work of developing the Norfolk area as a tourist center. The all-expense trips arranged by the company and the advertising placed for them in New England and in the New York area and the efficient manner in which the tours were conducted contributed in a major measure to Norfolk's success in resort efforts.

The present officers of Eastern Steamship Lines are: A. B. Sharp, President, Boston; Colonel J. A. Coates, First Vice-President, New York; W. K. Irving, Vice-President, Boston; Robert G. Stone, Chairman of the Board, Brookline, Mass.; H. E. Melzar, Secretary and Treasurer, Boston. R. U. Parker, of New York, is Passenger Traffic Manager and T. C. Bentall, formerly of Norfolk, is Mr. Parker's assistant. C. P. Brownley, Jr., is General Agent at Norfolk. Incidentally, M. B. Crowell, the agent at Norfolk in the days of the Old Dominion Steamship Company, according to the Norfolk Virginian of 1897, enjoyed the distinction of being the first settler of Newport News. He came to the Norfolk area in 1875, from Springfield, Ohio, and became connected with the steamship line in 1882.



Scene in Norfolk Harbor.

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ROBERTSON CHEMICAL CORPORATION

In 1896 the entire country was on the eve of one of the greatest eras of industrial progress the world has ever known. Electric lights, the telephone, airplanes and automobiles had yet to be perfected, and few dreamed that the approaching decade would witness such immense strides in the science of agriculture.

A young man, Walter H. Robertson, caught a vision perhaps of this approaching progress, so in 1896 the Virginia State Fertilizer Company had its beginning at Farmville, Virginia. Other powerful combines were already in the field, farmers in those days had not begun to realize the immense benefits to be derived from proper fertilization, but the new venture, adopting quality and service as its foundation, went bravely to work. A goal of 500 to 1,000 tons was set for that first year; unskilled help had to be trained, proper materials were hard to get, but in spite of these handicaps that first year closed with a production record of 2,500 tons.

Each season showed a vigorous growth and provided an incentive for greater effort, until it was finally decided to move the business to Lynchburg, where greater facilities were available.

This move brought no check in the steady tide of progress, and finally the Lynchburg plant was sold to another company.

Sensing the many advantages to be obtained from a coastal location, the company was reorganized in 1909 as the Robertson Fertilizer Company, and located at Norfolk, Virginia. The name of the Company was changed in 1921 to Robertson Chemical Corporation.

Here at Norfolk was the perfect location so long sought by its founder. Here it was possible to import direct to its own plant the necessary Potashes, Phosphate Rock and other materials. Here modern equipment was installed, that the plant might manufacture a still better product.

From a little shack in Farmville to its present plant on the Elizabeth River at Money Point, Norfolk, is a big step indeed, and the intervening years furnish a record of growth of which the Robertson organization should be justly proud.

The Robertson Chemical Corporation through its present officers, C. B. Robertson, President, and E. T. Hines, Treasurer, following the trail blazed by its founder, Mr. Walter H. Robertson, has indeed been signally successful. These gentlemen are public-spirited prominent Norfolkians and the success of the business is mainly due to their careful attention thereto and their golden rule progressive policies.





E. LEE COX & BROTHER

The firm of E. Lee Cox & Brother, Funeral Directors, was originally established by Elijah Leander Cox in 1880 at Moyock, North Carolina, in his native county of Currituck, where his family had settled long before the Revolutionary War.

Mr. Cox served with distinction during the War-between-the-States. He entered the service of the Confederacy shortly after the war began and attained the rank of Lieutenant. At the close of the war he returned to his native county and married Elizabeth Wiginton Lamb, daughter of Robert and Matilda Lamb. Ten children were born, seven of which reached their majority.

In 1887 he moved to Berkley, Virginia, which at that time was a separate community, and established himself in the Funeral Directing business which he successfully operated until 1908 when he sold the business to his eldest son, E. Lee Cox, Jr., and retired. He died in 1911 in the 69th year of his life.



W. W. COX, JR.

For many years he was Senior Deacon of the Berkley Avenue Baptist Church and as long as he lived he was interested in the cause of the Confederacy and was active in fraternal affairs.

E. Lee Cox operated this branch of the business with much success until July 1, 1930, the date of his death.

In 1923 E. Lee Cox purchased the H. C. Smith Company's business, which was founded in 1882 and then located on Princess Anne Road in Norfolk as a branch, and after several months' operation was joined by his brother, W. W. Cox, and the firm name was changed to E. Lee Cox & Brother. The beautiful colonial residence at 631 Westover Avenue, in the heart of the residential section of the city, was purchased at this time and remodeled at considerable cost to meet the most modern and exacting requirements of funeral service,



W. W. COX





and today is conceded to be one of the best appointed funeral homes in the South.

At the death of E. Lee Cox in the year 1930 his interest was acquired by the surviving partner, W. W. Cox, who was shortly thereafter joined by his son, W. W. Cox, Jr., in the conduct of the business.

W. W. Cox, the senior member of the firm, is affiliated with the Baptist Church, Masonic Fraternity, Order of Fraternal Americans, is a past president of the Cosmopolitan Club and connected with other religious, civic and fraternal movements.

W. W. Cox, Jr., is a Methodist and is active in religious, civic and dramatic affairs.

E. Lee Cox & Brother, being successors to both E. L. Cox and H. C. Smith, is the second oldest funeral establishment in Norfolk.



Granby Street and City Hall Avenue, showing Monticello Hotel.



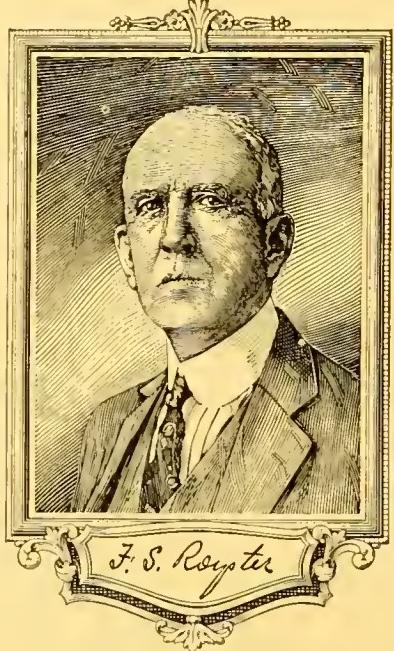
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THROUGH THE YEARS IN NORFOLK



THE F. S. ROYSTER GUANO COMPANY

F. S. Royster, the founder of F. S. Royster Guano Company, was born in 1849, on a farm in Granville County, North Carolina. It was a typical Southern plantation of ante-bellum days, growing principally corn and tobacco.



In 1870 he went to Tarboro to take a position as clerk in the store of O. C. Farrar. He applied himself so industriously and so intelligently that in four years he became a member of the firm.

In 1881 he established himself in a business of his own and from his intimate contacts with the planters of the region he learned much about their fertilizer needs. Fertilizers interested him and he burned the midnight oil studying all that was known about agricultural chemistry in those days.

In 1885, F. S. Royster began the manufacture of his own fertilizer, establishing a small factory in Tar-

boro. The output for the first year was 250 tons.

In a few years it became necessary in order to supply the ever-increasing demand for F. S. Royster products to establish another plant, and Norfolk was selected because at Norfolk there was deep water and trunk line railroads and innumerable steamship and barge lines.

To Norfolk came Charles F. Burroughs, to start the new plant. Two years later it again became necessary to increase the output owing to the demand for F. S. Royster fertilizer. The capacity of the new plant was only 7,000 tons per year and as a result of Mr. Royster's faith in Norfolk, in Mr. Burroughs and in F. S. Royster fertilizer, he approved the recommendations made by his Norfolk manager and the foundations were laid at Norfolk for a plant with an annual capacity of 30,000 tons.

In a short time the Norfolk factory was running behind in orders. Then it became absolutely impossible to keep pace with the demand. South Carolina called for Royster Fertilizer and the call was answered by the building of a 40,000 ton plant at Columbia.

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Then Georgia began piling up huge orders and it became necessary to build a factory at Macon.

The fame of Royster's was creating a wide demand. Next came Alabama, with plants at Birmingham and Montgomery; then Baltimore, with one of the largest plants in the country, to supply the Northern and Eastern states; and then Toledo, to supply Ohio, Michigan and Indiana, and another demand and another new plant at Jackson in the Heart of Mississippi to supply Southwest.

In the meantime, to insure a supply of phosphate rock, it was necessary to buy and develop phosphate rock property in Florida; and the constantly increasing calls for Royster's from far and near required not only new factories, but increased capacity at old plants, until seventeen factories, mines and mills, with an annual capacity of half a million tons, became necessary to fill the orders for "Royster's."



First Plant at Tarboro, N. C.—1885.

Today eleven sales offices with hundreds of salesmen are in constant touch with Royster's thousands of dealers and all plants are operating to capacity in order to meet the demand for F. S. Royster Fertilizer.

F. S. Royster, the founder of the company, died in 1928 and Mr. Burroughs became the head of the organization. Other officers in addition to Mr. Burroughs, President, are: C. S. Carr, Vice-President and Treasurer; W. T. Wright, Vice-President and General Sales Manager; Wm. S. Royster, Vice-President; A. L. Griffin, Vice-President; and F. S. Royster, Jr., Secretary.

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The growth of the F. S. Royster Guano Company has been phenomenal, because, with the addition of thousands of new customers the old patrons have continued Royster's in increasing quantities, and throughout its history, Royster has maintained its individuality as distinctly a fertilizer company.

The F. S. Royster Guano Company has remained a distinctly Southern institution—the product of Southern enterprise and Southern capital. The stock of the company is today owned by members of Mr. Royster's family and the men who have helped to make the company what it is.

OLD DOMINION MARINE RAILWAY CORPORATION

The Old Dominion Marine Railway Corporation, established in 1909, does a general shipbuilding and marine repair business. It is located in Norfolk harbor, at the junction of the Southern and Eastern branches of the Elizabeth River, at the foot of Chestnut Street, Berkley.

Two marine railways are operated. No. 1 has a hauling capacity of 1,000 tons, with a cradle 250 feet long. No. 2 has a hauling capacity of 2,000 tons, with a cradle 275 feet long.

A pier 540 feet long and 12 feet wide, extends between the two railway slips from the shore to the port warden's line, with a depth of water alongside of 20 feet at low tide. This pier is equipped with compressed air and fresh water pipe lines and electric lighting wires for the convenience of vessels.

A wood-working plant and joiner shop is located at the upper end of the yard, equipped with modern electrically driven machines for handling all classes of ship work.

Beyond the mill are located machine, boiler and blacksmith shops, and foundry, all equipped with up-to-date motor-driven machinery capable of turning out the best class of metal work.

Portable acetylene and electric welding plants are maintained on a power-driven boat, which is also equipped with an air compressor for operating pneumatic tools away from the plant.

The present officers of the corporation are: A. Warren, Jr., President; J. H. Woodington, 1st Vice-President; P. C. Hastings, 2nd Vice-President; Geo. A. Broughton, Treasurer and General Manager; W. A. Lamour, Naval Architect; Geo. T. Wrenn, Yard Foreman; N. G. Hollard, Shop Superintendent; C. F. Schuler, Secretary.



**GEO. W. DUVALL & CO., INC.**

Geo. W. Duvall & Company, Inc., known to many as the Norfolk Iron Works, was founded by Geo. W. Duvall in 1860. Wm. H. Ridgwell became a half partner several years later. Although the Company was incorporated in 1915 the descendants of these two families have continuously owned and managed the business. It is being managed at the present time by Wm. H. Ridgwell and James A. Ridgwell, Jr., who are the great-grandsons of Mr. Duvall and the grandsons of the above Mr. Ridgwell.

The Company manufactures gray iron and brass castings, does general ship repairing and boiler and engine repairing and installing for industrial plants.

**BERKLEY MACHINE WORKS & FOUNDRY COMPANY,
INCORPORATED**

The Berkley Machine Works and Foundry Company, Inc., was established in 1893 and today operates one of the largest machine shops and foundries in the Norfolk area. It is situated at the foot of Mulberry Street, Berkley, and has a frontage on the main 40-foot ship channel.

The company engages in the manufacture of locomotives and maintains a fully equipped plant with modern machinery for making prompt repairs to industrial and textile plants and also general repairs to ships of all tonnages and classes. There are modern machine, boiler, blacksmith and pattern shops, electric and acetylene welding plants, and brass and iron foundries.

The present system of street markings used in Norfolk was designed and manufactured by this company.

Samuel G. Jones came with the company shortly after the turn of the 20th century and under his capable management the company has expanded and shown a steady growth.

Mr. Jones is one of the active business leaders in Norfolk. He is never too busy to serve on a civic committee. Recently he has been serving as a member of Norfolk Anniversaries General Committee; also he was one of the aides to the Grand Marshal for the big Celebration Parade held October 12th.

The present officers are: Samuel G. Jones, President and Manager; Dr. Z. Vance Jones, Secretary-Treasurer; and Elizabeth D. Gentes, Assistant Secretary-Treasurer.

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A. WRENN & SONS, INC.

A. Wrenn & Sons, established in 1852 by Mr. Aurelius Wrenn. After his death, 1889, business was carried on by his two sons, McD. L. and C. O. Wrenn. They manufactured various styles of vehicles and a full line of Wrenn's light buggies, over ten thousand of them were shipped out during the several years prior to 1902.

In 1909 the concern was incorporated under the name of A. Wrenn & Sons, Inc.

The manufacture of horse-drawn wagons, buggies, surreys, etc., was continued until 1922 when, the automobile having supplanted the horse to a great extent. The manufacture of automobile truck bodies took the place of wagons and other horse-drawn vehicles. Since that time the business has changed to keep abreast of the times and, at the present time the manufacture of trailer bodies is a large item.

In addition to the manufacturing end of the business, repairing and painting of vehicles has continued while the jobbing of Baker Trailers, B. K. Brake Equipment, trimming material and auto equipment such as extensions, helper springs, etc., is now a large part of the business.

The present officers of the corporation are R. S. Holland, President and General Manager; S. B. Bull, Vice-President; H. S. Chappell, Vice-President and Superintendent; and Wm. P. Pebworth, Secretary.



City Hall Avenue looking West, 1887, showing old Stone Bridge.



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THROUGH THE YEARS IN NORFOLK



THE VIRGINIA SMCETING COMPANY

(With credit to Mr. C. W. Johnston and to "Air Conditioning and Refrigeration" and "Bulletin of Virginia Section, A. C. S." for facts)

In 1899 Mr. W. E. C. Eustis, of Boston, Mass., made a contract with the North and South Carolina Railroad Company, which was guaranteed by the Southern Railway Company, to construct a spur track to the Holloway mine in Virgilina, Virginia. A freight rate for the copper ore of the mine from Virgilina to West Norfolk was established and Mr. Eustis as an individual constructed during the year 1899 the first metallurgical plant at West Norfolk, on land owned by the Atlantic and Danville Railroad. It is interesting to note that the assent of the Southern Railway Company was acknowledged in the presence of Mr. Fairfax Harrison, now President of the Southern Railway Company, but at that time one of the minor officials of the road.

The early work consisted in smelting in a cupola furnace, a mixture of Virgilina ore and pyrites cinder brought to West Norfolk from Boston, Mass., in barges. This pyrites cinder resulted from the roasting of pyrites ore by the acid works in New England. The pyrite ore was mined by Mr. Eustis in his mine at Eustis, Quebec. The coke for smelting came from West Virginia. The copper matte from the cupola was shipped to the smelters on New York Bay for further refining.

In 1909 the property at West Norfolk was transferred to the corporation known as the Virginia Smelting Company. At this the plant was materially enlarged and considerable quantities of silicious ores from Cuba were brought to West Norfolk by vessel. Messrs. Bier Sondheimer and Company were largely interested in a financial way in the mining operations in Cuba, and hence in these Cuban ores. This interest led to the next step in developments at West Norfolk, that of the formation of the Norfolk Smelting Company, to which company during the winter of 1913-1914 the smelter was leased.

The Norfolk Smelting Company added to the plant and after the smelter was leased, the Virginia Smelting Company experimented with various processes for extracting copper from the fine pyrites cinder, which were being produced in larger quantities than formerly and which were not needed by the smelter.

The experimental work culminated in the building of a plant in which these fines were roasted with salt, converting the copper

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in them into a soluble copper compound. The roasted material was leached in large tanks, the copper being dissolved and the iron being left behind as an oxide. This iron residue, running some 56% Fe, was sintered on a sintering machine and this sinter shipped to iron furnaces where it was made into pig iron.

When the Norfolk Smelting Company enlarged the smelter in 1914, the Virginia Smelting Company arranged to handle the gases from this plant and remove from them the sulphur dioxide that was in them. For this purpose the Virginia Smelting Company built a series of large towers packed in various ways to give a large surface exposed to the gases and water used for scrubbing the gases.

It is believed that the company was the first manufacturer in the world to produce a liquid sulphur dioxide for use in refrigeration.

The plant furnishes an example of the value of research in industrial technology, for its principal product today was an annoying waste gas in 1914.

Two grades of sulphur dioxide are manufactured by Virginia Smelting Company and sold under the trade name of "Esotoo." One of these is the extra dry product, water-white in color, free from oil, dirt, or other foreign substance. The other grade is "commercial," differing in water content but always below 0.1 percent. Both products are made from pure sulphur and involve no use of chemicals and thus are free from harmful impurities.

The company maintains research laboratories at West Norfolk in order to (a) insure the utmost efficiency at the plant; (b) increase the possible application of sulphur dioxide in industry; and (c) to develop new products. As a result of research work at these laboratories methyl chloride suitable for use as a refrigerant was developed. The product now bears the trade name "V-METH-L."

By-product zinc available at West Norfolk is utilized by the company in an economical and worthwhile manner to produce zinc sulphate crystals and a chemically pure powdered zinc sulphate.

The present officers of the company are: A. H. Eustis, President, and F. A. Eustis, Secretary and Treasurer. Charles W. Johnston is Manager. A. K. Scribner is Assistant Manager.

It is interesting to note that the Messrs. Eustis are twin brothers and that they began the work originally with their father, W. E. C. Eustis, first in Canada and then at West Norfolk. Both are graduates of Harvard and took post graduate work at Massachusetts Institute of Technology.



N. BLOCK AND COMPANY

It is with justifiable pride to its founder, Nathan Block, that the firm of N. Block and Company, thirty-eight years in business in Norfolk, looks back over its career from a meager start to a place of front rank prominence in the scrap metal industry.

Careful and expert service in the dismantling of plants, railway equipment, locomotives, etc., has played a major part in the success of N. Block and Company. The firm has its office and sales warehouse at Water and Madison Streets and its salvage plant and storage yard covers eleven acres on the Belt Line Railroad at Money Point with waterfront facilities for direct ship loading. This plant is equipped with locomotive cranes, electric magnets, power shears and both track and truck scales.

In 1923 when it was necessary for the Navy to scrap a number of its capital ships under the terms of the Washington Naval Treaty this firm was the successful bidder for scrapping the battleship North Carolina, which was under construction at the Norfolk Navy Yard. They have just recently completed the scrapping of five destroyers at their Money Point plant.

N. Block and Company is indeed a credit to the community and they have done much to advertise Norfolk and to extend its prestige as a great port.



Battery "B," Norfolk Blues—in the gay nineties.



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THROUGH THE YEARS IN NORFOLK



THE NORFOLK & WASHINGTON STEAMBOAT COMPANY

The Norfolk & Washington, D. C., Steamboat Company was incorporated by the General Assembly of Virginia, January 31, 1890, the original incorporators being John Callahan, V. D. Groner, and H. Libbey, of Virginia; Charles C. Duncanson, W. E. Clark, Levi Woodbury and John Boyd, of Washington, D. C.; Calvin B. Orcott, of New York; and J. T. Odell, of Baltimore, Md., for the purpose of operating lines of steam vessels for the transportation of passengers and freight between the City of Norfolk, Virginia, and the City of Washington, D. C., and intermediate points on the waters of the Chesapeake Bay, Hampton Roads, Potomac River and their tributaries.

Since incorporation the Company has maintained a daily service, including Sundays, continuously from Norfolk and Washington for the past forty-six years.

The present officers of the Company are: C. F. Norment, Sr., Chairman of the Board; C. F. Norment, Jr., President; G. W. Forsberg, Vice-President; O. S. Smith, Secretary and Treasurer; J. A. Riordon, General Manager; W. H. Callahan, Traffic Manager; I. S. Walker, General Passenger Agent; J. A. Maxwell, Auditor; Daniel Sawyer, Superintending Engineer; G. E. Herring, Purchasing Agent; and P. G. Minter, General Agent at Norfolk.



City Hall Avenue looking West from Brewer Street—1907.

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THE BALTIMORE STEAM PACKET COMPANY (OLD BAY LINE)

The Baltimore Steam Packet Company, affectionately known as the "Old Bay Line," has been operating freight and passenger steamboats between Norfolk and Baltimore, since 1840.

Although the organizers of this line were interested in the first steamboat to run on Chesapeake Bay, it was not until 1840 that the Company was formed to maintain regular service, having secured from the State of Maryland the first charter granted to any steam packet company permitting the transportation of freight and passenger boats on the Bay.

After nearly a century of service the Baltimore Steam Packet Company—"Old Bay Line"—has become an institution almost national in character. In the minds of friends and patrons it is as much a fixture as the waters through which its steamers ply.

It has always been the policy of the "Old Bay Line" to pioneer in all new inventions or ideas that would perfect its steamers and add to the comfort of the patrons of the line.

Each year brought improvements in methods of construction and engineering. From the picturesque and quaint side-wheel steamboats "Pocahontas," "Georgia," and "South Carolina," which were launched in 1840, have evolved such steamers as the "State of Maryland," "State of Virginia," and "President Warfield," which have been likened to floating modern hotels.

Through four wars—"Mexican War," "War Between the States," "Spanish-American War," and "World War," the "Old Bay Line" has carried on and rendered service.

Serving Baltimore on the North, and Norfolk, Portsmouth and Old Point Comfort on the South, the "Old Bay Line" has seen the two areas grow and prosper in shipping, industry and commerce generally. It also has seen Norfolk developed to be the mecca annually for more than half a million tourists who visit the area's beaches and historic shrines and assisted materially in bringing this about.

The principal officers of the company are: L. R. Powell, Jr., President; R. E. Dunn, Vice-President in Charge of Operations; C. G. Rogers, Traffic Manager; R. L. Jones, General Passenger Agent; E. P. Hook, General Agent at Baltimore; P. S. Gornto, General Agent at Norfolk; A. W. Miller, Port Engineer.

THE CHESAPEAKE STEAMSHIP COMPANY

The Chesapeake Steamship Company, in operating steamers between Norfolk, Old Point Comfort and Baltimore, and between Baltimore, York River Landings, West Point and Richmond; with direct connections to all points North and South, provides the traveling public with a passenger and freight service between these points that is unsurpassed.

The business which began for the Norfolk area in 1896 is conducted on service to patrons—service that is individual and collective. The steamers are modern and up-to-date in every particular.

The principal officers of the company are: A. L. Stephens, President; H. R. Bowen, General Passenger Agent; A. J. Brannen, Traffic Manager, A. C. Matheson, Auditor and Freight Claim Agent; Charles Jorss, Secretary and Treasurer; F. P. Usher, Agent at Baltimore; C. L. Candler, General Agent at Norfolk, and J. W. Calvert, District Passenger Agent at Norfolk.



Old Atlantic Hotel, Main and Granby Streets—1886.

HARRY D. OLIVER

Harry Diggs Oliver is proprietor of the oldest funeral directors' establishment in the Norfolk area.

The business was established in 1865 at the corner of Church and Cove Streets, by Sterling T. Oliver, who died February 2, 1884, at the age of 65 years, and who, like a great many other good business men, had no heir apparent to perpetuate his good name and business, but with that keen foresight that otherwise characterized him, he adopted at an early age and educated as his son, his nephew, Harry Diggs. Leaving him, a youth of eighteen years at his death, as the head and manager of a business that he had been years in bringing from a miniature beginning to an eminence that was his pride.

By the terms of the last will of the elder Oliver, his wife was left his executrix, and in whose name the business should be run, and held in trust till young H. D. should attain his "score and one," when he should be put in full possession and ownership, but during this time it was to be under the supervision and management of this minor heir.

In 1898 the business was moved to its present location, 610-612 Freemason Street.

Harry Diggs Oliver was born at Norfolk, February 8, 1866, son of John B. and Sarah Elizabeth (Carr) Diggs, his father a native of Mathews County and his mother of Princess Anne County. Both are now deceased. He was educated in the public schools of Norfolk and graduated with honors from Prof. Sullivan's School of Embalming in Baltimore in 1887. His progressiveness has made him a leader among the funeral directors of the State and he was honored by election as President of the Virginia State Association of Funeral Directors and has taken an active part in the National Association. He was a member of the State Board of Embalmers for twenty years and has done much to raise the standards of the profession. Mr. Oliver has been interested in every civic matter, including good roads, and as a Democrat has interested himself in the political fortunes of his friends. He served at one time on the Norfolk Sinking Fund Commission. He is a member of the Rotary Club, the Virginia Club, the Country Club and the Norfolk Association of Commerce. He is a director of the Mutual Federal Savings and Loan Association of Norfolk. Fraternally he is an Elk, is a fourth degree Knight of Columbus, F. O. Eagles, and during the World War was a member of the National Catholic Welfare Board.



VIRGINIA ELECTRIC AND POWER COMPANY

The history of the Virginia Electric and Power Company in Norfolk has its beginning in 1849, at which time construction of the first gas manufacturing plant in the City was begun. The Gas Department antedates by many years the Transportation and Electric Departments.



Electric Building, Bute and Boush Streets.

Eighty-seven years ago an enterprising group of local business men constructed a gas plant at Mariner and Walkie Streets and began the manufacture of gas from resin. Manufacturing conditions were crude as compared to modern methods and, due to the hazardous nature of resin, the plant burned twice. After the second fire in 1853 the plant was moved to its present location at Starr Street and Monticello Avenue. Norfolk now has an efficient and up-to-date water-gas plant, serving the citizens of Norfolk and South Norfolk with this commodity.

Gas manufacturing was originally begun for street lighting purposes and, with the exception of a few gas lighted houses, the City of Norfolk was for several years the only customer of the plant. The rapid increase in the number of uses of gas is universally known, and the size of the Norfolk plant has grown from an original holder capacity of 75,000 cu. ft. to its present day capacity of 5,250,000 cu. ft.

The next oldest division of the Company is the Transportation Department. Many of us can remember the days of the horse car, which for several years served as the only means of public transportation. But toward the latter part of the century, with the development of electricity, the horse car was supplanted by the street car, which was truly the marvel of its day. The develop-

ment of the use of buses soon followed and now both buses and street cars furnish economical transportation to all parts of our City. Because electricity developed so rapidly and became the motive power of the transportation system, it was natural that the electric and transportation facilities should grow up together.

As the use of electricity spread, it took the place of gas as an illuminant, but other fields were found for the use of gas and the growth of this commodity was stimulated rather than hindered by the competitive development of electricity.

In the early days of rapid growth and experimentation it was natural that many companies should be formed to serve the citizens of Norfolk with light and transportation. The names of the Norfolk and Ocean View Railway Company, the Berkley Street Railway Company, the Norfolk Railway and Light Company, and many others are familiar to us. All of these organizations by successive mergers and consolidations became the Norfolk and Portsmouth Traction Company, the predecessor of the Virginia Railway and Power Company, this latter company being incorporated on June 29, 1909. The Virginia Railway and Power Company's operations were not confined to Norfolk alone, but included Richmond and other parts of the State. The Virginia Railway and Power Company, which also owned the stock of the City Gas Company of Norfolk, was purchased July 1, 1925, by the Stone & Webster organization of New York, a concern with vast experience in the utility field and one whose efforts had gone far toward the rapid development of public utilities. On October 27, 1925, the name of the Virginia Railway and Power Company was changed to Virginia Electric and Power Company. In 1930 the City Gas Company of Norfolk was merged with the Virginia Electric and Power Company, beginning the present set-up of the Company in this City with its three departments, Electric, Gas and Transportation.

The Norfolk Division of the Virginia Electric and Power Company, comprising the Norfolk, Portsmouth and Suffolk Districts, is headed by Mr. R. J. Throckmorton, Vice-President, assisted by Mr. R. C. Brooks, Manager of the Gas Department; Mr. W. E. Brown, Manager of the Electric Department; and Mr. R. G. Carroll, Manager of the Transportation Department. The Portsmouth and Suffolk Districts are managed by Mr. J. T. Sullivan and Mr. George R. Rice.

Thus we find that from the humble beginning in 1849 has sprung the modern utility that serves the citizens of the City of Norfolk. The Virginia Electric and Power Company points with

rightful pride to its help, and aid of its predecessors in the rapid development of Norfolk, and looks forward expectantly to its place in our City's future expansion.

J. S. BELL, JR. & COMPANY, INC.

For sixty years this well known firm has been associated with the retail and wholesale meat business of this Tidewater territory. The business is first recorded in an old City Directory as having been established in 1876 by the late J. S. Bell and his son, E. M. Bell, who had at that time a retail meat market in Market Square which is now Commercial Place, later on moving to the old Quimby Market at Queen and Church Streets where the business was conducted until the Ballentine Arcade was erected on the same site where they operated, serving the best in meats to the highest class trade.

Many of the older residents of Norfolk well remember the name of J. S. Bell in connection with their marketing. After the passing away of J. S. Bell, Sr., his son, J. S. Bell, Jr., joined with his brother, E. M. Bell, conducting a wholesale and retail meat business until July, 1905, when this partnership was dissolved and Mr. J. S. Bell, Jr., continued with the wholesale business which now has grown and is known throughout the territory.

The present business was incorporated in January, 1926, and since May, 1922, has been located in their own building at 641 Chapel Street, from which distribution is made covering the local territory. The Company not only distributes meats and provisions but also has a large distribution of produce to the grocery trade. In 1925 there was added a Confectionery Department, which distributes candy and fountain supplies to the drug and confectionery stores.

The present officers of the Company are M. C. Bell, President; M. K. Dixon, Vice-President; and O. O. Witherspoon, Secretary and Treasurer. Mr. E. C. Ford is in charge of the produce department and Mr. Julian Gilliam is in charge of the confectionery department.

The Company operates a fleet of thirteen trucks with a personnel of thirty-two employed in all departments.

The Company holds membership in the Association of Commerce and in the Norfolk Tidewater Association of Credit Men.

TATEM'S PHARMACY

Tatem's Pharmacy was established in 1873 by S. B. McCluer, brother to the first minister of the Park Avenue Presbyterian Church, in a frame building on the southwest corner of Park and Brambleton Avenues. During 1878 this building was replaced by the present brick building and the second floor was used for the Hemingway School. In these rooms several of the present Brambleton Churches and their Sunday School classes were organized.

This business changed ownership five times before the present owner took it over. In addition to its founder the business was owned at one time by William F. Ingram, who at present conducts a drug business on Church Street near the corner of old Queen Street, and who until the first of the present year was relief druggist for the present owner; the next owner was P. W. Cheatham, who was followed by George M. Meredith, who is now operating two drug stores at Virginia Beach; then came T. Ramsey Taylor, who disposed of his holdings to the present owner, E. Carlisle Tatem, and today the business is conducted as Tatem's Pharmacy with J. Albert Tatem as chief pharmacist. Few families in Norfolk can lay claim to such long residence as the Tatems. When the little town was just laid out in 1682 and the first lots sold one of the Tatems purchased one of the first lots on Main Street. Since that time the family has been intimately connected with the commercial and cultural life of the city and county.



Boush Street in the early eighties.

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THE HISTORY OF TELEPHONES IN NORFOLK

Norfolk with 25,000 telephones in operation in 1936 has made rapid strides since the first telephone system was established about May 1, 1879, by the National Telephonic Exchange Company, predecessor of the Southern Bell Telephone and Telegraph Company which was superseded by the Chesapeake and Potomac Telephone Company of Virginia in 1912. From the 50 telephones in operation when the first exchange system was established in Norfolk the city has developed into a population area requiring the services of three telephone central offices.

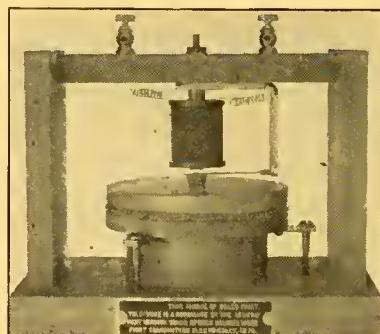


Norfolk dial telephones were the first installed in any city and today the Norfolk dial office operates 22,700

telephones, the Berkley office 800 and Ocean View 1,125. From these combined central offices about 240,000 calls are now made daily, according to a statement made by E. D. Peterson, Manager of the company here. Telephones in Norfolk have been increased about 2,200 in the past ten years. During the same length of time telephone calls have increased 50,000 daily.

Norfolk, from an old directory dated May 31, 1879, had 82 telephone subscribers including several telephones in Portsmouth which were operated from the Norfolk switchboard. These included the Portsmouth Morning Times and the Bank of Portsmouth.

Norfolk telephone users today may talk with about 70,000 cities, towns and communities in the United States and to some 70 foreign countries and geographical locations throughout the world. When telephone service was first established the subscribers could speak only among themselves. There were no trunk lines connecting other cities, towns and communities even nearby.



The Norfolk Telephonic Exchange, the first telephone organization doing business in Norfolk, was licensed under the patents of Alexander Graham Bell, inventor of the telephone. The officers of the company which was incorporated in June of 1879, more than 30 days after the establishment of the central office included C. W.

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Grandy, Jr., President, James D. Tracy, General Manager and John R. Todd, Secretary and Treasurer. The directors in addition to the officers were W. H. Taylor, R. A. Dobie, John B. Whitehead and James G. Bain. The central office was located at 124 Main Street.

Early Norfolk telephone subscribers included the Atlantic Hotel, Albemarle and Chesapeake Canal Company, R. B. Allen, W. F. Allen, Baltimore Steam Packet Company, Bain and Brothers, Bank of Commerce, Bank of Portsmouth, Biggs, Kader and Company, Burruss, Son and Co., N. Burruss, J. M. Butt, Butt and Neville, Battle, Bunn and Company, Bell, Irvine and Company, C. Billips, Clyde Lines, Corpew and Hunter, Chesapeake and Ohio Railroad Company, City Gas Light Company, Cotton Exchange, Citizens Bank, M. L. T. Davis and Company, Dobie and Cooke, Eastham, Powell and Company, Enterprise Mills, Evans and Burwell, Exchange National Bank, Farmers Bank, Francis and Company, M. Glennan, C. W. Grandy and Sons, Albert H. Grandy, E. G. Ghio, W. A. Graves, Goodridge, Field and Company, Hope, James Barron and Company, Hamburger Brothers, James Barron Hope, Hymans and Dancy, W. Y. Johnson, Howard N. Johnson, William Lamb and Company, Lyman and Company, Public Ledger, Norfolk Landmark, Barton Myers, Merchant and Miners Transportation Company, A. A. McCullough, H. M. Nash, Niemeyer, Etheridge and Brooks, North Carolina Transportation Company, Old Dominion Steamship Company, P. O'Connor, J. W. Perry, Purcell House, Roanoke River Transportation Company, Henry Roberts, Reynolds and Brothers, John L. Roper, Rountree and Company, James Reid, James Reid and Company, Washington Taylor and Company, Portsmouth Times, James Thayer, C. J. Upshur, Barnes Vaughan and Company, Vickery Company, H. D. Van Wyck, Virginia Club, Norfolk Virginian, Virginia and Tennessee Air Line, W. Talbot Walke, Williams and Hardy, John E. Wood, Henry P. Worcester, T. A. Williams and Company, S. R. White and Brothers, Thomas B. Ward and John B. Whitehead.

The number of telephones in Norfolk had increased to 323 by 1885 but in the meantime a central office had been established in Portsmouth, so that the Norfolk increase was really larger than this statement would make it appear. J. W. Crews, of Richmond, for many years connected with the Telephone Company and now retired, came to Norfolk May 1, 1885, as manager, relieving a Mr. Wilson who had been sent to Norfolk from Boston. He was in charge here until 1902, when he was transferred to Savannah,

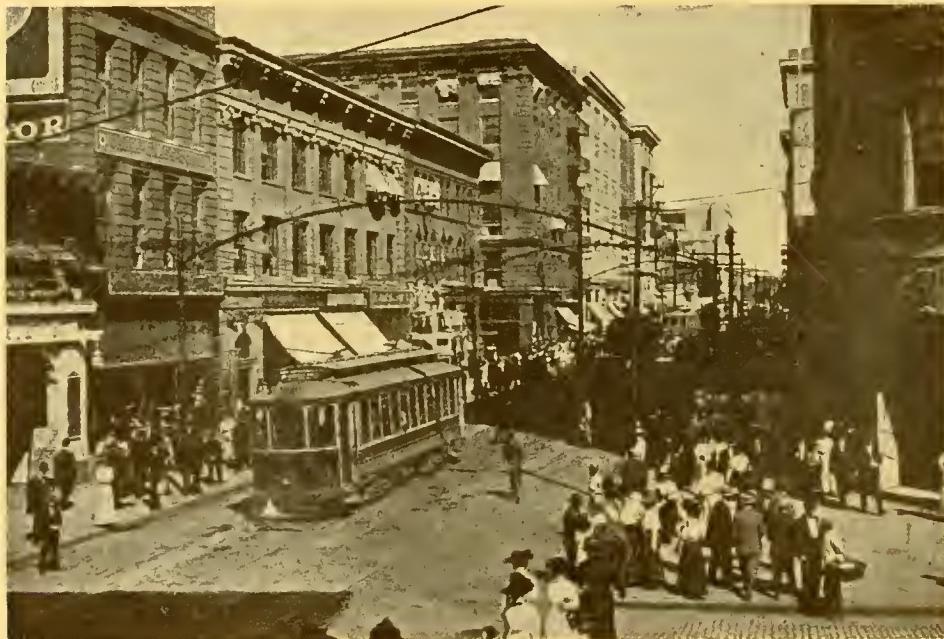
Georgia, as manager of that district. At the time of his transfer, the number of telephones at Norfolk had increased to 826.

Norfolk's first toll service, according to Mr. Crews, was established about 1890, when a line was constructed from Norfolk by way of Willoughby Beach and Old Point to Hampton and Newport News, where it connected with a line to Richmond, Charlottesville, Staunton and Roanoke.

Across Hampton Roads, between Willoughby Beach and Old Point, a three-conductor, Okonite cable—the longest submarine telephone cable on the Atlantic seaboard—was placed to connect the land lines.

Later this cable was replaced with a large, armored cable containing 25 conductors and this in turn has several times been replaced with modern high-grade long distance cables. Today this route is one of the principal long distance outlets for Norfolk. The original line was constructed for Colonel William Lamb, who was the general agent for a large Philadelphia Coal Company, but later was taken over by the telephone company.

The long distance lines of the American Telephone and Telegraph Company were placed in service between Washington and Norfolk, October 4, 1897, the long distance switchboard and the telephone business office then being located at the corner of Main and Atlantic Streets.



Granby Street looking North from City Hall Avenue—1908.

DAVID PENDER GROCERY COMPANY

The history of the David Pender Grocery Company is replete with constant steps of progress. The first Pender Store was opened in Norfolk in an unpretentious location, a little different from dozens of other stores surrounding it. David Pender, a young lad from Tarboro, N. C., was its proprietor.

The personality that Mr. Pender built into this store and his unusual type of service soon made it so popular that its business was increased until the store outgrew its quarters and developed into what was to be the South's finest and most complete food market. This store still stands at the corner of Market Street and Monticello Avenue, as a monument to industry and perseverance. It is today the most complete market in the entire South and one of the largest along the entire Eastern Seaboard.

In 1919 the store grew to such proportions in volume of business that it was difficult to meet the demand for Pender service. A branch store was opened and thus was marked the beginning of the extensive organization that now operates more than 400 stores and 120 meat markets throughout Virginia and North Carolina and two modern bakeries—one in Norfolk and the other at Charlotte.

On January 1, 1926, when the number of stores had been increased to 244, Mr. Pender decided to retire from business and arrangements were made whereby control of the company was sold to the public. The new management put into effect further plans to increase the number of stores and to give the people of Virginia and North Carolina the best possible food products at the most economical prices. Step by step the new interests developed an organization and increased its stores until today the Pender Grocery Company is one of the most vital factors in the business life of the



HUNTER C. PHELAN
President

community and ranks as one of the outstanding business enterprises in America.

The company employs more than 1,500 full time men and women and nearly 1,000 part time employees. Its annual payroll for the two States is \$1,750,000. In Norfolk there are about 750 employees, with an annual payroll of approximately \$675,000.00. In 1935 the company paid a total of \$125,000.00 in Federal, State and local taxes, exclusive of income taxes, sales taxes, and indirect taxes such as the tax on gasoline. The Norfolk tax bill was \$20,000.00. These figures illustrate the value of the Pender Grocery Company from civic, commercial and employment standpoints. The steady work assured to the employees of the company by reason of the Pender Grocery Company's popularity in the homes in the territory served, is a guaranty of a large volume of business as a whole for the city of Norfolk.

The Pender Grocery Company is ever ready to participate in any civic enterprise. It maintains multiple memberships in the Norfolk Association of Commerce and subscribes a substantial sum of money annually to the Community Advertising Fund administered by the Norfolk Advertising Board. It also maintains memberships in other local associations and contributes to many worthy causes in Norfolk as well as in other cities and towns throughout Virginia and North Carolina.

The present officers of the company are: Hunter C. Phelan, President; A. M. Scarry, Executive Vice-President; W. R. Miller, Vice-President in Charge of Bakery; R. H. Marshall, Comptroller; Lawrence Lockwood, Treasurer; J. W. Wood, General Manager; J. S. Chitwood, Sales Manager; Saxon W. Holt, Jr., Advertising Manager. George H. Lewis and W. B. Baldwin are Norfolk members of the Board of Directors.

R. R. RICHARDSON & CO., INC.

Verily as a man is known by his deeds, a construction concern is known by its works, and in this respect the Norfolk contracting firm of R. R. Richardson and Company, with offices in the National Bank of Commerce Building, may take justifiable pride in many of its completed projects as testimonials of service, efficiency and ability.

Established in 1913, their first major contract was the construction of the Martin Building on Granby Street occupied by Smith & Welton. When the Naval Operating Base was constructed



during the World War they built the administrative group and other buildings at a cost exceeding one million dollars.

Past major construction contracts ably handled by this concern are many and include such representative types as the Arts Museum Building, the Barry Robinson Home for Boys, the new Armory at Newport News, the General Baking Company plant, the Imperial Tobacco Company warehouses and docks, a hospital unit for the City of Norfolk, a unit for the U. S. Marine Hospital, pier sheds at the City Terminal, the Crockin-Levy Building, St. Andrew's Church, the Virginia Beach Theatre, many schools in and around the city, the Security Storage and Safe Deposit Company plant and many as important edifices of various diversified types.

R. R. Richardson is president of the firm and R. B. Walls is secretary-treasurer and general manager.



Confederate Monument, Commercial Place and Main Street, showing Portsmouth ferry terminals—1909.



SMITH-DOUGLASS COMPANY

Oscar F. Smith started this business in June, 1920, in what was little more than a shack, at Buell, Virginia, near Norfolk. He had very little money and the crudest of manufacturing equipment, but he knew fertilizers and he knew truck farming in the Norfolk territory. He had one definite and distinct purpose, which was to help make truck farming more profitable in that specific territory. He didn't scatter his shots.

In 1921 he had to enlarge his building and again in 1922 and 1923. In 1924 another factory was built alongside the first and in 1925 this second factory was enlarged. Each year up to and including 1934 additions have been made to buildings, or equipment, or both, until at present the total floor space of all buildings is 215,000 square feet. While the first definite purpose of helping truck farmers has never been lost sight of, other lines of fertilizers have been added until today the Company's scope of activities includes service to every division of agriculture.

From the beginning of the business in June, 1920, R. B. Rowland was in partnership with Mr. Smith and the original name of the company was Smith-Rowland Company. Mr. Smith owned the majority interest.

At Mr. Rowland's request, after some six months' operation (about January, 1921), the partnership was dissolved and Mr. Rowland left the business.

The company was then incorporated as the Smith Reduction Corporation. Mr. Rowland returned in 1923, and repurchased a stock interest, but the company continued operation as the Smith Reduction Corporation.

In 1927 Mr. R. B. Douglass joined the Company as Vice-President, and the name was changed to Smith-Douglass Company, Inc.

The first two plants were served only by railroad. What is now the main plant was located in 1926, on deep water, with private docks and discharging facilities. This plant receives and assembles the highest quality of raw materials, from the four corners of the globe. One may watch with interest the arrival of the guano from the whales of the Arctic and Antarctic, potash from Germany, France and New Mexico, blood and animal tankage from South America, bone meal from India, nitrate of soda from Chile, bird



guano from Peru and other South American countries, and phosphate rock from Florida, all of which constitute those essential foods which enrich the soil and give plant life.

Even in the comparatively short life of the Company there have been many changes in methods of operation. In the beginning practically all the fertilizer was shipped by rail—only a little by water. Today, an important portion of the produce leaves the factory on trucks. Truck deliveries are made to a distance of 250 miles.

This has necessitated changes in storage facilities and enlargement of the buildings where bagged fertilizers are carried in stock, and ample space has been provided for loading as many as a dozen trucks at one time.

In furtherance of the policy of closer direct contact, the Company established in 1929 a branch factory at Danville, Virginia, for the purpose of serving the farmers of that community. This plant has been so successful, that it was enlarged in the fall of 1933. The Kinston, North Carolina, plant was built in 1930. In the fall of 1933 a plant was opened at Murfreesboro, N. C., to serve better the farmers in that district. In the summer of 1935, the plant at Washington, North Carolina, known as Washington Fertilizer Company or Phillips Fertilizer Company, was acquired, and beginning with the spring 1936 season, is being operated as a factory branch.

The Company maintains a branch office in Boston, Mass., for the purpose of purchasing certain raw materials in New England, which materials are assembled at Boston and then transported to Norfolk by water, at a tremendous saving over railroad freight rates.

The growers of this district have responded to S-D policies, methods and quality. Often it is said that the trade mark S-D stands for Square Deal. From experience, growers have come to believe that, and their faith has not been unjustified.

And it is by protecting its customers—by acting on the principle that its own welfare is dependent on that of its customers, that Smith-Douglass has grown from a shack to a great institution.

The present officers of the company are as follows: O. F. Smith, President; R. B. Douglass, Vice-President and Treasurer; R. B. Rowland, Jr., Vice-President and Secretary.

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PENROD, JURDEN & CLARK CO.

Realizing the importance and many favorable advantages of the Port of Norfolk, both for the importation of logs from foreign countries and the manufacture and distribution of finished cabinet woods and veneers, the Penrod, Jurden & Clark Company established a plant at Norfolk in the spring of 1932.

The Penrod, Jurden and Clark Company was formed by the consolidation of Penrod Walnut Company, Kansas City, Mo.; Des Moines Sawmill Company, Des Moines, Iowa; and Kosse, Shoe and Schleyer Company, Cincinnati, Ohio.



Oriental logs from Australia at plant of
Penrod, Jurden & Clark Co.

and North Carolina.

The Norfolk branch specializes in foreign woods. Beautiful and rare woods as the Mahoganys of Central Africa and Central America, Rosewoods of South America and India, Oriental Wood from Australia, and the many and varied woods from Europe and the Orient, are brought to Norfolk, to be converted in this plant.

The company operates other mills in Kansas City, Mo.; Cincinnati, Ohio; and Des Moines, Iowa.

The officers of the company are: John C. Rodahaffer, President; Albert J. Heidt, Vice-President; Vernon L. Clark, Vice-President; George Golder, Secretary and Treasurer; Frank L. Montgomery is General Manager of the Norfolk plant.

Mr. Rodahaffer was the first President of the Veneer Association and Mr. Heidt was recently elected as the association's third President.

1936

SOUTHERN BREWERIES, INC.

(1895-1936)

Many changes occurred in Norfolk affecting the Brewing Industry in the span of 41 years between the establishment of a brewery on the site of the old Lesner Park and the reconditioned and modernized brewery which now occupies that location.

With the advent of prohibition Norfolk's only brewery ceased operation. Only a portion of the property was utilized until the fall of 1933, when the present ownership began the rehabilitation of the plant.

From 1916 until 1933 the only operation carried on in the property was the manufacture of fruit beverages and the conduct of a small storage garage accommodating a few trucks of neighboring manufacturing plants. A brewery, which had been a landmark on upper Church Street, passed from public view and lay idle for 17 years. What had been a modern plant for its period, rapidly depreciated, practically a total loss and tax burden to its owners. Forgotten were the number of persons whose livelihood and that of their families depended upon the successful operation of the Consumer's Brewery.

With repeal, a new company purchased the property and with local capital, labor and materials, reconditioned the buildings and installed the most modern of brewery equipment, and in the Spring of 1934 began the merchandising of their products—**SOUTHERN BEER** and ale—which soon became leaders in Virginia and the two Carolinas, requiring the re-equipping of a new bottling plant at the end of the first year with machinery capable of a greater capacity.

In its day the Consumer's Brewery was a leader in the field of safeguarding its product and the public health through the medium of sanitation, it was the first brewery in America to install glass-lined tanks and maintain a laboratory for control of plant methods. Southern Breweries, Inc., successors to Consumer's Brewery, have likewise spared no expense in safeguarding the public health through the purity of materials used and brewing technique. The brewery at the present time is equipping a modern chemical and bacteriological laboratory to carry on plant control and research.

Southern Breweries, Inc., each year pays the City of Norfolk and the Commonwealth of Virginia the sum of \$50,000.00 in taxes, and to the Federal Government, approximately \$300,000.00.

The brewery operates a fleet of trucks in local and long distance

delivery service and employs throughout the year 75 persons, who, with their families, are residents of the City of Norfolk. The payroll is approximately \$75,000.00 annually. Every dollar locally that can be spent on this market, is spent by the company, indicating clearly that Southern Breweries, Inc., is a major factor in the economic and commercial life of Tidewater Virginia.

The present officers of the company are: E. G. King, President; Harold F. Ricker, Vice-President; David T. Gallo, Secretary and Treasurer; and Ralph H. Daughton, General Counsel.



Cavalier Country Club, Bird Neck Point, near Norfolk.

1636 — THROUGH THE YEARS IN NORFOLK

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Miss Elizabeth Gregory Hill
Hofheimer's, Inc.
Robt. M. Hopkins
Curtis R. Hudgins



SPONSORS FOR "THROUGH THE YEARS IN NORFOLK"—Continued

- R. M. Hughes, Jr.
John Lyle Harrington
P. S. Huber

Lillian M. Johnson
C. M. Jordan

Rosamond (Mrs. W. G.) Larmour
John A. Lesner
S. W. Lyons, Jr.

Joseph Marcus
F. A. McCord
B. D. Melchor, Jr.
Merchants & Planters Bank
J. Wm. Middendorf, Jr.
J. H. Miles & Co., Inc.
R. L. Miles, Jr.
Monticello Hotel
R. H. Moore
House of Arthur Morris, Inc.
Morris Plan Bank of Virginia
Mutual Federal Savings & Loan Association
Mrs. Ellie Marcus Marx
F. J. McGuire

National Bank of Commerce
T. H. Nicholson
Norfolk County Ferries
Norfolk Dredging Co.
Norfolk-Portsmouth Bridge
Norfolk Public Library
Norfolk Southern Railroad
Norfolk Tidewater Terminal, Inc.
Norfolk & Washington, D. C., Steamboat Co.
Norfolk & Western Railway Company
S. T. Northern
Enoch R. Needles
Norfolk Federal Savings & Loan Association

Old Dominion Marine Railway Corp.
H. D. Oliver
Ocean View Mutual Building & Loan Association

Jesse J. Parkerson
J. A. D. Parrish
David Pender
David Pender Grocery Co.
David Pender, Jr.
Travis T. Phaup
C. S. Phillips
Post & Flagg
Penrod, Jurden & Clark Co.
E. D. Peterson

John P. Ray
J. Davis Reed
R. R. Richardson & Co., Inc.
Robertson Chemical Corp.
F. S. Royster Guano Co.
Edmund S. Ruffin
Fergus Reid
John H. Rodgers
Wm. B. Roper
C. L. Robinson

F. J. Schmoele
A. B. Schwarzkopf
Seaboard Air Line Railway Co.
Seaboard Citizens National Bank
Sears, Roebuck & Company
Mrs. Robert W. Shultice
Smith-Douglass Co., Inc.
Southern Breweries, Inc.
The Southgates
Chas. Syer, Jr.
Mrs. Geo. W. Sims
W. G. Swartz Company, Inc.
G. Serpell
Dr. G. W. Simpson

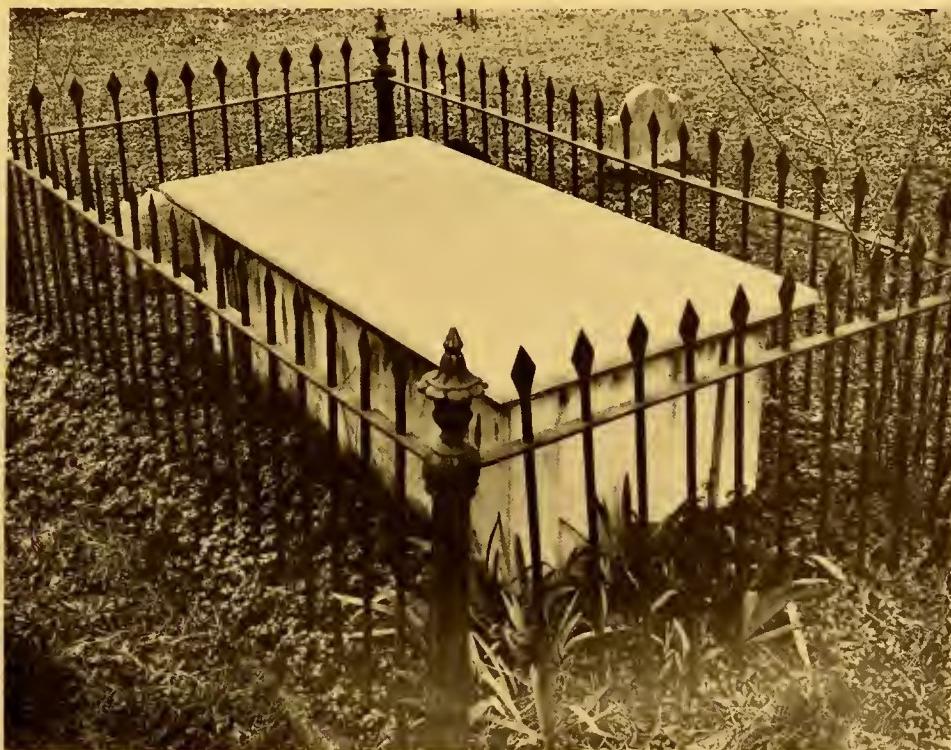
1636

THROUGH THE YEARS IN NORFOLK

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SPONSORS FOR "THROUGH THE YEARS IN NORFOLK"—Continued

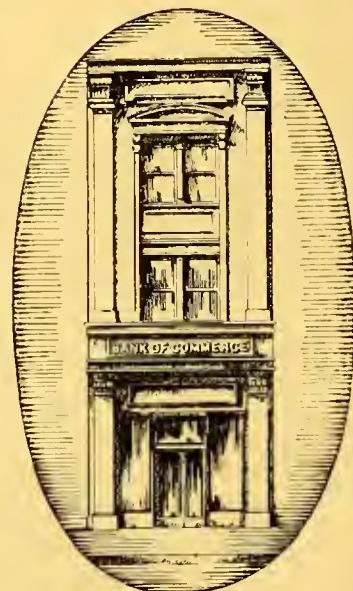
- | | |
|--|--------------------------|
| George Tait & Sons, Inc. | Everett Waddey Co. |
| Tatem's Pharmacy | Blanche F. Webb |
| Walter H. Taylor, III | Charles Webster |
| Mrs. Lewis Throm | R. W. Weiss |
| W. R. Tolleth | Chas. R. Welton |
| S. E. Tudor | Whaley Engineering Corp. |
| George H. Taylor | John Earle White, Jr. |
| Tidewater Perpetual Bldg. & Loan Association | C. S. Whitehurst |
| Twin City Permanent Building Association | Woman's Club of Norfolk |
| I. T. Van Patten, Jr. | J. M. Woodruff |
| Virginia Beach Amusement Park | A. Wrenn & Sons, Inc. |
| Virginia Electric & Power Co. | Oliver Wynne |
| Virginia Pilot Association | Nicholas G. Wilson, M.D. |
| Virginia Smelting Company | O. O. Witherspoon |
| | Eldridge H. Whitehurst |
| | L. H. Windholz |



Grave of Commodore James Barron, U. S. N., in Trinity Episcopal Church Yard, Portsmouth, Virginia. Commodore Barron fought and killed Stephen Decatur in the famous duel now history.

1636
1736
1836
1936

THROUGH THE YEARS IN NORFOLK



Reflecting the Community

Like a mirror held up to nature, an outstanding bank accurately reflects the financial life of the community it serves and all the territory contiguous to it. The summation of the years during which Norfolk developed into the commercial and banking capital of the Tidewater Area may be seen in the character and standing of "Commerce" today—a bank for all the people. And in "Commerce" you will find also the economic history of the future in the making.

236 Main Street, original location and home of the National Bank of Commerce for many years, contrasted with the home of "Commerce" today at Main and Atlantic Streets.

NATIONAL BANK OF COMMERCE

Midtown at Granby and Bute
Church Street at Freemason

Main Street at Atlantic

Hampton Boulevard at 38th Street
Virginia Beach on Atlantic Ave.

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

1936

THE CITIZENS BANK OF NORFOLK ESTABLISHED APRIL
20, 1867, AND CONSOLIDATED WITH THE SEABOARD
NATIONAL BANK, JULY 21, 1928



DIRECTORS:

D. B. Ames	Louis Mansbach
Barron F. Black	J. Jett McCormick
D. Carpenter	L. W. Mitchell
John I. Clark	E. L. Parker
Jos. W. DeJarnette	Abner S. Pope
Jas. W. Derrickson	W. L. Prleur, Jr.
R. W. Dudley	E. J. Robertson
O. J. Egerton	Richard W. Ruffin
P. S. Huber	G. Serpell
M. S. Hawkins	Oscar F. Smith
J. B. Hudgins	Chas. Syer, Jr.
Arthur P. Jones	S. Heth Tyler

CAPITAL DEPOSITS

1867-\$42,500-\$71,868.62

1877-\$50,000-\$316,371.36

1887-\$100,000-\$795,003.60

1897-\$300,000-\$1,103,398.87

1907-\$300,000-\$2,358,795.01

1917-\$600,000-\$4,181,758.54

1927-\$1,000,000-\$5,857,691.15

1936-\$1,750,000-\$15,154,948.45

G. SERPELL

Chairman of the Board

ABNER S. POPE
President

R. W. DUDLEY
Executive Vice-President

J. BILISOLY HUDGINS
Vice-President

O F F I C E R S

L. W. MITCHELL
Vice-President

E. W. BERARD
Cashier

M. B. LANGHORNE
Assistant Cashier

S. W. MCGANN
Assistant Cashier

HUGH G. WHITEHEAD
Manager Granby Street Branch

CHAS. J. SWEETMAN, JR.
Manager Berkley Branch

HUGH G. BROWN

Manager Trust Department

VICTOR L. HOWELL
Auditor

S. HETH TYLER
General Counsel

R. W. PORTER
Manager Personal Loan Dept.

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

THE SEABOARD CITIZENS
NATIONAL BANK

NORFOLK

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VIRGINIA

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Mutual Co-operation Assures Community Progress

The Norfolk-Portsmouth-Berkley League of Local Mutual Building and Loan Associations is glad to co-operate in the celebration of the 300th anniversary of the original Norfolk land grant and the 200th anniversary of the establishment of Norfolk as a borough, by the contribution of this space, and is gratified that the members of this League have had the privilege of contributing to the development and extention of home ownership in this city and community



ATLANTIC PERMANENT BUILDING AND LOAN ASSN.
BERKLEY PERMANENT BUILDING AND LOAN ASSN.
CHESAPEAKE BUILDING ASSOCIATION
COMMONWEALTH BUILDING AND LOAN ASSN.
FIRST FEDERAL SAVINGS AND LOAN ASSN.
MUTUAL FEDERAL SAVINGS AND LOAN ASSN.
NORFOLK FEDERAL SAVINGS AND LOAN ASSN.
OCEAN VIEW MUTUAL BLDG. AND LOAN ASSN.
TIDEWATER PERPETUAL BLDG. AND LOAN ASSN.
TWIN CITY PERMANENT BUILDING ASSN.

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1936



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THROUGH THE YEARS IN NORFOLK

The CAVALIER

Virginia Beach, Virginia

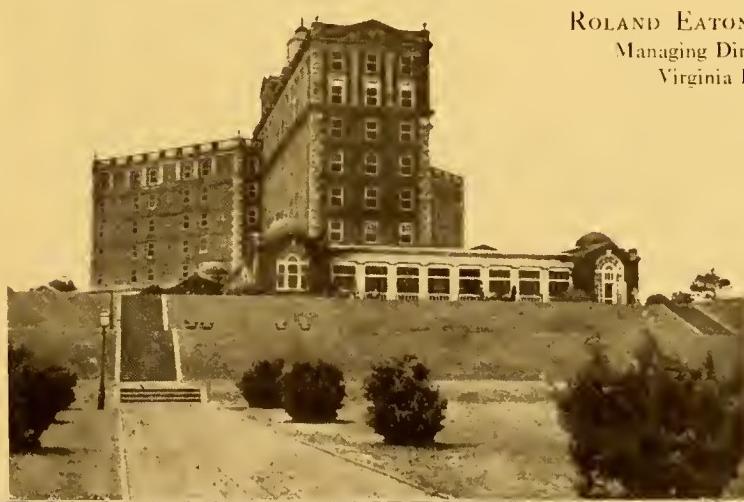


Situated on an eminence overlooking the Atlantic Ocean, at Virginia Beach, Virginia, The Cavalier—the Aristocrat of the Atlantic—offers the utmost in style, comfort, convenience and smartness.

- Golf* Two sporty championship courses.
- Riding* Famous strings of Virginia and Kentucky thoroughbreds—65 miles of bridle paths.
- Tennis* Two championship clay courts.
- Plunge* A glass-covered loggia in which is enclosed the Cavalier's beautiful salt water plunge—regulation size.
- Archery* In a natural gallery.
- Fishing* Surf casting, hook and line, and deep sea—boats available.
- Bathing* At the Cavalier's private beach club, on its own ocean front. Private cabanas.
- Social Life* Dancing afternoons and evenings at famous Cavalier Beach Club . . . One of America's premier dance orchestras noted for its rhythm . . . Cavalier string ensemble at luncheon and dinner . . . Bridge . . . Teas . . . Social life as the guest may desire.

An American Plan Hotel . . . rates and booklet cheerfully furnished on request

ROLAND EATON
Managing Director
Virginia Beach, Va.



The CAVALIER HOTEL Virginia Beach

1733
1936

“DOWN TO THE SEA IN SHIPS”

Oysters and fish have played an important part in the business life of Norfolk and Portsmouth and today the seafood industry ranks as one of the most important industries in Tide-water Virginia.

The history of Norfolk and that of the “Seafood Industry” is a mutual history of romance, adventure, hardship and progress—an epic that forever crowns a seaport and its seafood industry and the men who go “down to the sea in ships.”

The history of Norfolk’s Seafood Industry may be said to date back to the early days of the Colony, for its pioneer settlers depended greatly on seafood for their existence.

Today, the wholesale seafood dealers of the twin cities ship Norfolk’s famous seafood to all parts of the United States and Canada.

ISAAC FASS, Inc.

BALLARD FISH & OYSTER CO., Inc.

J. H. MILES & COMPANY, Inc.

W. J. CROSBY & COMPANY, Inc.

W. L. CHASE & COMPANY, Inc.

Norfolk - Portsmouth, Virginia

1636 THROUGH THE YEARS IN NORFOLK
1936

300 YEARS

CONTINUOUS PUBLIC SERVICE

- Since 1636 our boats have been a watermark on the pages of Norfolk harbor history.
- Today, four modern ferries maintain a fast schedule between Norfolk and Portsmouth, only a short distance across the historic Elizabeth River.

No Waits

No Delays

Continuous service between Norfolk and Portsmouth and connecting the downtown business districts of the two cities.

All Main Highway Connections



ONE OF OUR MODERN DIESEL-ELECTRIC FERRIES

NORFOLK COUNTY FERRIES

(Operated jointly by City of Portsmouth and Norfolk County)

CHARLES U. FREUND, Gen. Supt.

PORTSMOUTH . . . VIRGINIA

1636
9
3
6

THROUGH THE YEARS IN NORFOLK



*Direct Ferry Routes
Across
Historic Hampton Roads
Connecting With
All Main Highways*

The shortest route to three of America's greatest historic shrines — JAMESTOWN, where the American Nation began; WILLIAMSBURG, famous old colonial capital restored by John D. Rockefeller, Jr.; and YORKTOWN, where Cornwallis surrendered to George Washington.

Constant, efficient, safe and comfortable service between two of Virginia's largest communities — NORFOLK AND NEWPORT NEWS — and also similar direct service to OLD POINT COMFORT and FORTRESS MONROE.

The connecting link between the HISTORIC VIRGINIA PENINSULA and famous VIRGINIA SEASHORE, including OCEAN VIEW, CAPE HENRY, WILLOUGHBY AND VIRGINIA BEACH.



Chesapeake Ferry Company
Norfolk, Virginia

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1636
936

THROUGH THE YEARS IN NORFOLK

Our Venerable 85 Salutes Norfolk's Two Hundred



ELECTRIC PLANT

Eighty-five years ago Norfolk's first gas company was established on the site of the present Union Station. Horse cars plied the streets, electricity was unknown, boots and saddles were the style of the day. Measured by man's "four score and ten" Norfolk is old in years, but in human progress she was conceived but yesterday. Truly, we have come a long way in a short time.



GAS HOLDERS



STREET CARS

Virginia Electric and Power Company

173
1936

1936



Home Office Building, Boush Street and Olney Road
Norfolk, Va.

FOUNDED in 1927, the Colonial Oil Company, Inc., distributors of Pure Oil Company Products, is now one of the leading oil companies in this section. It is well equipped to serve you with your every motoring need throughout Eastern Virginia and Eastern North Carolina. Along the highways and in every township, you will find conveniently located Blue and White Pure Oil Courtesy Stations.

Colonial Oil Company, Inc.

Distributors of Pure Oil Company Products



1636
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THROUGH THE YEARS IN NORFOLK

1885



1936

Progressing With Norfolk AND THE SOUTH

It is with some pride and a profound sense of responsibility that the head of this Company supported by an able staff of executives, enters the fifty-second year of business existence of the Royster Company. Pride, not in the mere size which the business has grown but in the reputation for quality and service which underlies this growth. Responsibility toward the many thousands of users, that the faith they place in Royster Brands shall be justified in even greater measure—if such be possible—than ever before.



View of Norfolk Plant

F. S. Royster Guano Company
ROYSTER BUILDING
NORFOLK, VIRGINIA

1636
1936

THROUGH THE YEARS IN NORFOLK



40 Years of Leadership and Progress

Since 1896 the name ROBERTSON has been identified and recognized as a leader in the Fertilizer Industry throughout Virginia and North Carolina.

A modern plant, complete in all departments, is located on the waterfront at Money Point, Norfolk. Other plants are located at South Hill, Va., and Raleigh, N. C.

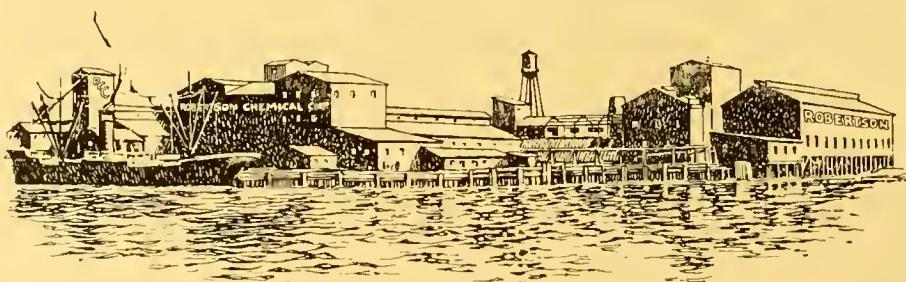
Products of the Company are Sulphuric Acid, Superphosphate, Land Plaster and Commercial Fertilizers.

"ROBERTSON's 'Proven' FERTILIZERS"—the BETTER INGREDIENTS Fertilizers—are formulated to meet the climatic conditions of the territory served, namely: Virginia, North Carolina and East Tennessee.

ROBERTSON CHEMICAL CORPORATION

OFFICES: Wainwright
Building, NORFOLK, VA.

PLANTS: Norfolk, Va. — South Hill, Va. — Raleigh, N. C.



173
1936

1636 — THROUGH THE YEARS IN NORFOLK —

1936



CHAMBERLIN HOTEL

OLD POINT COMFORT, VIRGINIA

Tidewater Virginia's Largest and Finest Hotel

The Chamberlin Hotel at Old Point Comfort, famous as a year round resort, is situated directly on Chesapeake Bay in the heart of the most historic resort area in America. It is the nearest large hotel to Williamsburg, Yorktown, and Jamestown, three of the outstanding points of interest for tourists and three of America's greatest shrines.

For the tourist the Chamberlin offers the ultimate in accommodations at reasonable rates. 18 hole golf course designed by Donald Ross; miles of bridle paths; private beach club; glass enclosed swimming pool; health studio; sun porches and spacious verandas; fishing, boating, tennis and other sports and recreations.

European Plan Rates begin at \$3.00

THE CHAMBERLIN HOTEL

Under the Direction of
SIDNEY BANKS

Formerly Managing Director of The Cavalier Hotel
Virginia Beach

PETTY WADDILL,
Resident Manager



For 36 Years

Serving You Better

With the Finest of Foods

At the Most Economical Prices

PENDER FOOD STORES

"Tidewater's Own Chain"



1636 - THROUGH THE YEARS IN NORFOLK

1936

1895

TIDEWATER'S
FIRST BREWERY

Beer was first made in Norfolk 41 years ago. This plant was built on the historic site of old Lesner Park, which was the fashionable show place of the community. Even then the law of cleanliness became a virtue of the brewer's art and GLASS ENAMELED TANKS FOR STORAGE AND PROCESSING—FIRST IN THE UNITED STATES—WERE INSTALLED.

BUY
BOOST
DRINK
**Southern
Beer**

MADE IN NORFOLK

1936

SOUTHERN
BREWERIES

The first brewery to open its doors in Virginia after the repeal of the Eighteenth Amendment, Southern Breweries, Inc., operates the largest and most modern brewery plant in the state. Its output is also the largest in the State.

Southern Beer and Ale is well known throughout Virginia and the Carolinas — where its purity and mild flavor is making it increasingly popular.



"THE PRIDE OF THE SOUTH"

SOUTHERN
BEER AND ALE
MADE IN NORFOLK, VA., BY SOUTHERN BREWERIES, INC.



1736

1636 - THROUGH THE YEARS IN NORFOLK

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Making History

We have a pride in the part we have had in making Norfolk's history of progress. Since 1889 we have actively stressed Home Ownership and Thrift. Thousands of homes exist today because of the financial assistance given by this association and millions of dollars have been accumulated through our regular savings plan. Our Full Paid and Installment shares are Federally insured up to \$5,000 in any one name.

Our growth has kept pace with the growth of Norfolk until today
we are the largest building and loan association in the southeast.

We offer to the people of Norfolk and the surrounding area the most modern and progressive plans of savings and home financing, combined with the same friendliness and co-operation we have given our members throughout the forty-seven years of our history.

M U T U A L Federal Savings and Loan Association of Norfolk

121 W. TAZEWELL STREET

NORFOLK, VIRGINIA

JOHN A. LESNER, PRESIDENT

Abbott, Proctor & Paine

120 Broadway, New York

Consolidation of
ABBOTT, PROCTOR & PAINE and LIVINGSTON & COMPANY

Members New York Stock Exchange

New York Curb Exchange	Chicago Board of Trade
New York Cotton Exchange	Chicago Stock Exchange
New York Produce Exchange	Chicago Mercantile Exchange
New York Cocoa Exchange, Inc.	Commodity Exchange, Inc.
New York Coffee & Sugar Exch., Inc.	Montreal Curb Market
Canadian Commodity Exchange, Inc.	

BERNARD C. SMITH, Manager

NORFOLK BRANCH OFFICE

117-119 TAZEWELL STREET

PHONE 24714



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300 Years Ago

. . . Three hundred years ago the founders of Norfolk builded better than they knew . . . they laid broad, deep foundations to support what could have been only a vision to them at that time. Now that vision has become a reality.

50 Years Ago

. . . Fifty years ago Berkley's first financial institution was started and its founders builded better than they knew. We take pride in the fact that our institution has contributed so largely to the advancement made by Norfolk, and that in the past fifty years we have been so closely allied with the progress that Norfolk has made.

Today

We are equipped and ready to meet the demands of the future, and our resources are ample and are dedicated for desirable loans for buying, building, repairing or refinancing—and thus to build a better Norfolk.

The Berkley Permanent Building and Loan Association, Inc.

221 W. BERKLEY AVENUE NORFOLK, VIRGINIA

Branch Offices: 29 Selden Arcade—M. & P. Bank, South Norfolk

Merchants and Planters Bank

BERKLEY — CAMPOSTELLA — SOUTH NORFOLK

NORFOLK, VIRGINIA

Organized 1900

Capital	- - - - -	\$ 250,000.00
Surplus and Profits	- - - - -	475,000.00
Resources	- - - - -	4,200,000.00

OFFICERS

S. L. SLOVER, *Chairman of the Board*

JESSE J. PARKERSON, <i>President</i>	F. B. TOWNSEND, <i>Assistant Cashier</i>
C. L. OLD, <i>Vice-President</i>	J. PAUL SMITH, <i>Assistant Cashier</i>
JOHN CUTHRELL, <i>Vice-President</i>	GUY R. BEALE, <i>Assistant Cashier</i>
H. G. MARTIN, <i>Vice-Pres. & Cashier</i>	W. MAC GOODMAN, <i>Assistant Cashier</i>
V. L. SYKES, <i>Assistant Cashier</i>	JAMES G. MARTIN, JR., <i>Trust Officer</i>

DIRECTORS

C. L. Old	L. L. Sawyer	Howard G. Martin	W. C. Arrington	B. Galumbeck
S. W. Lyons, Jr.	S. L. Slover	J. C. Sleet	A. J. Shumadine	J. F. Walker
C. R. Carver	Win. H. Darden	James G. Martin, Jr.	F. B. Townsend	M. A. Glasser
Alvah H. Martin	John Cuthrell	W. P. Butt	R. W. Martin	B. D. Wood
E. T. Humphries	J. M. Lawrence	J. R. Sears	J. H. Privott	Jesse J. Parkerson

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Berkley's Oldest Bank

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1936

1636—THROUGH THE YEARS IN NORFOLK



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POST & FLAGG

Established 1888

120 ATLANTIC STREET

NORFOLK, VIRGINIA

JAMES B. McCAW, JR., Manager

STOCKS *and* BONDS

COTTON - COFFEE - GRAIN - PROVISIONS

Telephone 26535

Members

NEW YORK AND OTHER STOCK AND COMMODITY EXCHANGES

Main Office

49 BROAD STREET NEW YORK

The World's Largest Store

Serving More Than 12,000,000 Customers

CELEBRATES WITH NORFOLK

Because SEARS, ROEBUCK AND Co. serves more than 12,000,000 customers a year and does an annual business of over \$400,000,000 we are the world's largest store. There is no other company or business in the world which has in its files the names of 12,000,000 customers with which it does a regular business.

This tremendous business was made possible because of the fact that we have always offered merchandise of the finest quality—the best of service and the lowest prices.

Our slogan of "GUARANTEE SATISFACTION" has instilled into the minds of our customers supreme confidence to the extent that at all times our customers are essentially right. They can always expect a square deal from Sears, Roebuck and Co.

1886

SEARS, ROEBUCK AND CO.

1936

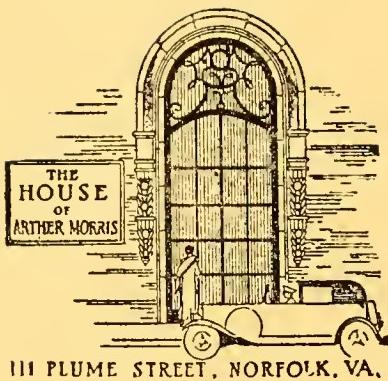
NORFOLK, VIRGINIA

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THROUGH THE YEARS IN NORFOLK



THE artistic character of Norfolk has been greatly influenced over the past half century by

THE HOUSE OF ARTHUR MORRIS

which continues to emulate all the name implies



FURS . GOWNS . HATS
COATS . SUITS

Accessories for All Occasions

Matchabelli Perfumes



The House of
Arthur Morris

111 West Plume Street

1873 - 1936

*63 Years
Dependable
Drug Store Service*

From the small beginning in a rural drug store, when Brambleton was a suburb of Norfolk, we have grown and prospered with the development of the Norfolk area.

Tatem's Pharmacy

J. ALBERT TATEM - E. CARLISLE TATEM
PHARMACISTS

Park and Brambleton Avenues



Old and New Lighthouses at Cape Henry, near Norfolk where the first permanent English settlers in America landed April 26, 1607, planted a cross and gave thanks to God for their safe voyage and claimed the country in the name of their King.

Whaley Engineering Corporation

Princess Anne Road and Virginian Ry.
NORFOLK, VIRGINIA

*Keeping pace with the progress
of Norfolk since 1919*

1936

1636

— THROUGH THE YEARS IN NORFOLK —

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1848



Loving Cups presented by employees on
50th and 75th Anniversaries

1936

88 Years Distinctive Service

Is the proud record of Norfolk's oldest business firm. The Confederate Monument on Commercial Place and the LeKies Mausoleum in Elmwood Cemetery are among the outstanding works designed and erected by us.

The COUPER MARBLE WORKS

CHARLES C. COUPER

294 BANK STREET

NORFOLK, VIRGINIA

1868

"Norfolk's Building Material Pioneers"

1936

BATCHELDER & COLLINS, INC.

BATCHELDER & COLLINS

Cement, Lime, Wall Plaster, Sewer Pipe Box
Bricks, Shingles, Laths

Office, 141-145 Water Street

OFFICE AND WAREHOUSE
GRANBY ST. AND N. & W. R. R.

Reprint from Ad in old City Directory



1936

1636—THROUGH THE YEARS IN NORFOLK

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Established 1852

Incorporated 1909



A. WRENN & SONS, Inc.

Distributors

DISTRIBUTORS
TRUCK BODIES
TRAILERS
—
B-K
VACUUM BRAKES

MOTOR TRUCK EQUIPMENT

BODIES

BUILT - REPAIRED - REPAINED

420 to 424 Union Street

NORFOLK, VA.

PAINTS

TRIMMING SUPPLIES
—
MANUFACTURERS
SPECIAL
TRUCK BODIES

PENROD, JURDEN & CLARK CO.

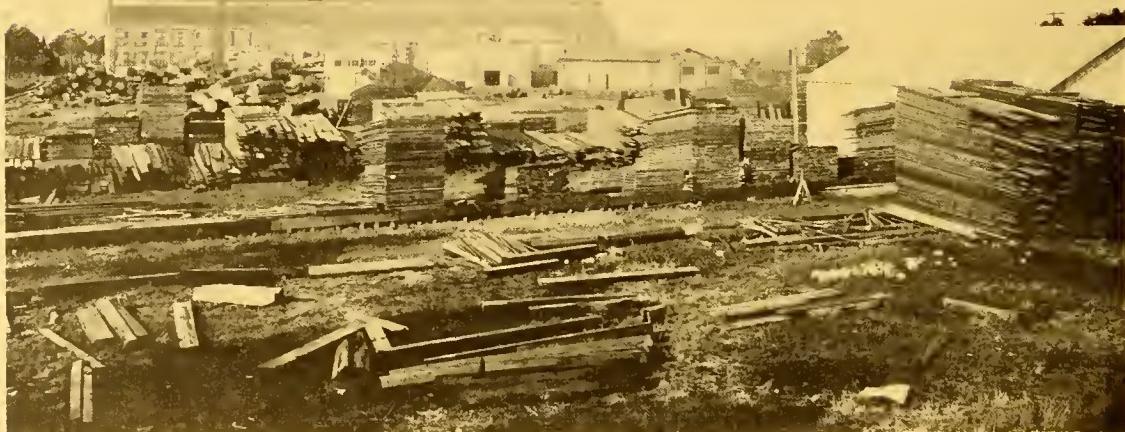
MANUFACTURERS, IMPORTERS AND EXPORTERS

AMERICAN WALNUT, LUMBER AND VENEERS

Norfolk, Va.; Kansas City, Mo.

FOREIGN CABINET WOODS

Cincinnati, Ohio; Des Moines, Iowa



View of Norfolk Plant and Storage Yard

Established 1860

Incorporated 1915

Geo. W. Duvall & Company, Inc.

NORFOLK IRON WORKS

Steamboat Building and Repairing

Machinists, Boilermakers, Blacksmiths and Coppersmiths

IRON AND BRASS FOUNDRY, PATTERN SHOPS

Duvall's Patent Tube Ferrule

Nos. 921, 932-1008 Water Street

NORFOLK, VIRGINIA



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1636 — THROUGH THE YEARS IN NORFOLK



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Leaders for Seventy Years

J. S. BELL, Sr. [Established 1876.] EDWARD M. BELL.

J. S. BELL & SON,
Dealers in



Beef, Pork, Mutton, Veal, &c.
also Manufacturers of
Pure Lard and Superior Sausage,

Quimby Market, Cor. Church and Queen Sts., NORFOLK, VA.

Advertisement from 1886 City Directory

J. S. Bell, Jr. & Company, Inc.
Wholesale Meats and Provisions

641-643 Chapel Street

Norfolk, Virginia



“You Can Live A Little Better
If You Buy A Little Better”

You may be assured of a saving on Quality
Merchandise when you buy Food Products
under these brand names—

A & P BRAND

ENCORE

IONA

ANN PAGE

“OUR OWN”

NECTAR

SULTANA

RAJAH

SUNNYFIELD

and the World’s Finest Coffees

EIGHT O’CLOCK

RED CIRCLE

BOKAR

A & P FOOD STORES

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1936

THROUGH THE YEARS IN NORFOLK

Norfolk Tidewater Terminals, Inc.

NORFOLK, VIRGINIA



Modern Overseas, Coastwise and Intra-Coastal Terminal

Expedited Handling
Assured

Unlimited
Berthing Space

Directly Served By
Eight Trunk Line Railroads
Thru Belt Line

52 Acres of
Fireproof Warehouses

Low Insurance Rates Sprinkler System

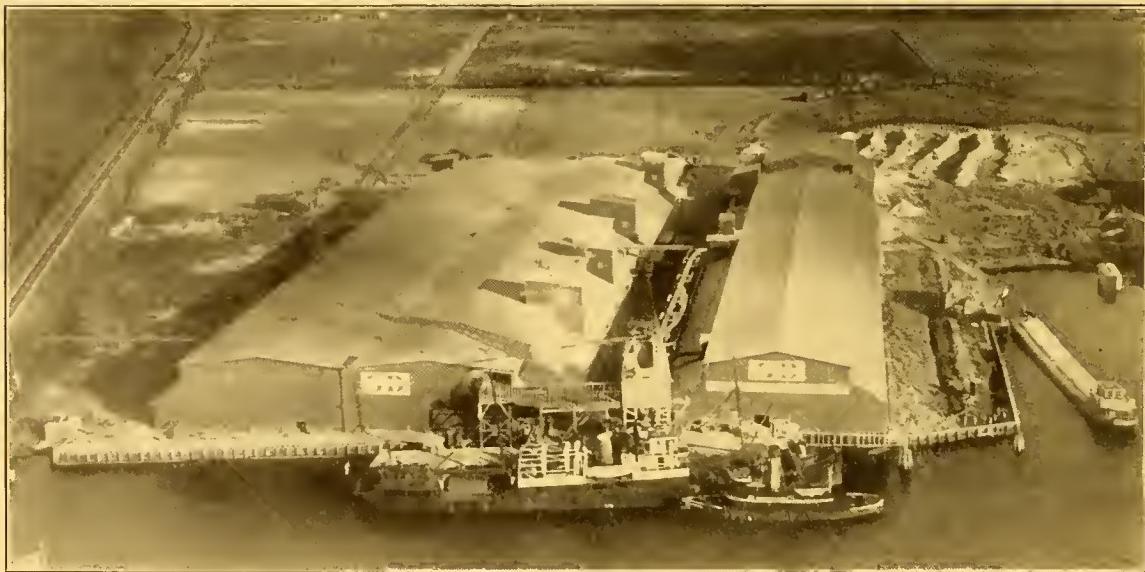
For rates, space or other detailed information write, wire or telephone

NORFOLK TIDEWATER TERMINALS, Inc.
NORFOLK, VIRGINIA

Radio and Cable Address: "Tideterm Norfolk Virginia"

W. B. MCKINNEY, President

JAMES A. MOORE, Vice-Pres. & Gen'l Mgr.



AIR VIEW OF NORFOLK PLANT

SMITH - DOUGLASS COMPANY, Inc.
Norfolk, Virginia

1936

1636
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— THROUGH THE YEARS IN NORFOLK —

Telephone Progress in Norfolk

The first telephone exchange was established in Norfolk in 1879 and by May 31 of that year was serving 81 subscribers.

Today there are more than 22,700 telephones in the city of Norfolk from which an average of 202,550 calls originate daily. These telephones can be connected quickly and economically with about 17,800,000 other telephones in the United States and with an additional 15,000,000 throughout the world.

The Chesapeake and Potomac Telephone Company
of Virginia

120 West Bute Street

Norfolk 21311

Norfolk Dredging Company

CONTRACTORS and ENGINEERS

Largest and most modern dredging equipment in the Port of Hampton Roads

River and Harbor Improvements Both Hydraulic and Bucket

O. F. SMITH, JR., President

Box 486 -Norfolk, Virginia

South end of Campostella Bridge

173
1936

1636 — THROUGH THE YEARS IN NORFOLK

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1850 - 1936

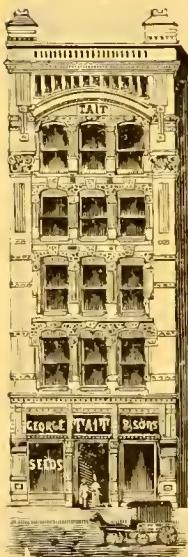
KEEPING FAITH WITH NORFOLK

The successful operation of a Drug Business during a period that has experienced three wars, six major panics and dozens of business depressions is the best evidence of Burrow, Martin & Company's stability, far-sightedness and square dealing.

EIGHTY-SIX YEARS AGO THIS BUSINESS in a very small way was established. From our first business day we have built a reputation for high standards of efficiency, quality drugs and merchandise, satisfactory values and service. During our EIGHTY-SIX YEARS of business these basic principals have never for one moment been forgotten. Through all of these years we have been known to our thousands of customers as exponents of these ideals. This has resulted in making Burrow, Martin & Company one of the largest establisments of its kind in the south.

BURROW, MARTIN & Co. Inc.

414 MAIN ST. 267 AND 330 GRANBY ST. 241 CHURCH ST.
FOUR LARGE PRESCRIPTION DRUG STORES



1868



1936

Best By Test For Over Sixty-Eight Years

WHY NOT PLANT THE BEST ?

GOOD SEEDS need not be expensive but "CHEAP" seeds usually are. Tait's THOROBRED SEEDS are grown where they attain perfection, are tested for purity and germination and stand ace high in the Monthly Bulletin issued by the Virginia Department of Agriculture, also "Through The Years In Norfolk" they have contributed greatly to the development of the Norfolk area as one of the great trucking centers in America, and have been used extensively by homeowners in creating beautiful lawns and flower gardens. They have pleased the most particular farmers, home and market gardeners for more than Sixty-Eight Years, and they will please YOU. Give them a trial and be convinced.

GEORGE TAIT & SONS, Inc.

Seed Growers and Merchants



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1936

1636 -- THROUGH THE YEARS IN NORFOLK



SEASIDE PARK



Seaside Park at Virginia Beach has a frontage of 1500 feet on the Atlantic Ocean and is equipped with a large outdoor salt water swimming pool located directly on the beach and alongside the two-mile ocean promenade. The park also has pavilions for dancing and picnics and the amusement devices are of the latest design. The bath houses are spotlessly clean and suits and equipment are guaranteed to be absolutely sanitary.

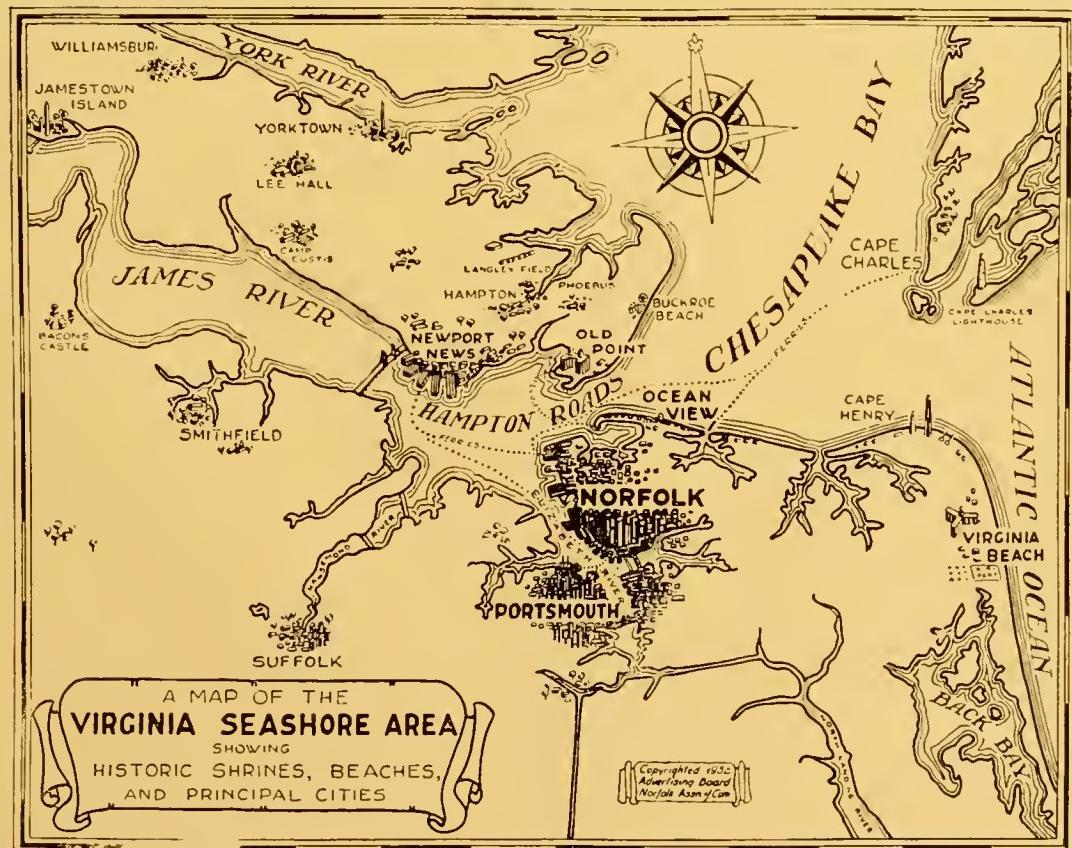
See famous Peacock Ball Room—Music by outstanding dance orchestras
Enjoy moonlight evenings in beautiful gardens

The Finest Amusement Park in Tidewater Virginia

Life guards and beach patrols insure safe bathing

VIRGINIA BEACH AMUSEMENT PARK, INC.
Operating

SEASIDE PARK — VIRGINIA BEACH, VIRGINIA



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1936

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THROUGH THE YEARS IN NORFOLK

SAMUEL G. JONES
President and Manager

DR. Z. VANCE JONES
Secretary-Treasurer

E. D. GENTES
Ass't Secretary-Treasurer

Berkley Machine Works & Foundry Co. Inc.

ESTABLISHED 1893

Norfolk : Virginia

*For forty-three years we have kept pace with
the industrial growth of Norfolk*

ESTABLISHED 1909

Old Dominion Marine Railway Corp.

NORFOLK, VIRGINIA

SERVICE—DAY AND NIGHT—SUNDAYS AND HOLIDAYS

A. WARREN, JR.
President

PHONE BERKLEY 121 (OFFICE)
PHONE BERKLEY 51 (MACHINE SHOP)

W. G. LARNOUR
Nav. Architect

J. H. WOODINGTON
1st Vice-President

Two Railways 2000 and 1000 Tons

GEO. T. WRENN
Yard Foreman

P. C. HASTINGS
2nd Vice-President

Ship Builders, Machinists, Boiler Makers
Brass and Iron Castings

N. G. HOLLAND
Shop Superintendent

GEO. A. BROUGHTON
Treas. & Genl. Mgr.

Electric and Acetylene Welding

C. F. SCHULER
Secretary

ESTABLISHED 1898

N. BLOCK & COMPANY

Iron, Steel and Metal Scrap

Contractors' and Industrial Equipment

Boilers, Machinery, Tanks, Rails, Pipe, Wire Rope

Structural Steel, Etc.

WATER AND MADISON STREETS

NORFOLK, VIRGINIA

R. R. RICHARDSON,
President

Established 1913

R. B. WALLS,
Secretary-Treas.

R. R. Richardson & Company, Inc.

GENERAL CONTRACTORS

NATIONAL BANK OF COMMERCE BUILDING

NORFOLK, VA.

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CAPE HENRY PILGRIMAGE AND CROSS SHRINE

(See Pages Nos. 161-162)

The Cross Shrine at Cape Henry was planned and erected by the National Society, Daughters of the American Colonists, largely through the efforts of the members of the Council of Thirty, Assembly of Tidewater Virginia Women, with Mrs. Frantz Naylor, Speaker of the Assembly serving as Chairman of the Council. It was dedicated on April 26, 1935, by Mrs. Joseph Starke Calfee, President of the National Society, upon the occasion of the Annual Cape Henry Pilgrimage of that year.

The base stone of the Cross bears the following wording:

CAPE HENRY MEMORIAL.

*Here, at Cape Henry, first landed in America,
upon 26 April, 1607, those English Colonists
who, upon 13 May, 1607, established at
Jamestown, Virginia, the first permanent
English Settlement in America.*

Erected by

*The National Society
Daughters of the American Colonists
April 26, 1935.*

The first organized Cape Henry Pilgrimage was led by The Honorable Harry Flood Byrd, now United States Senator and then Governor of Virginia. Mrs. Naylor originated the idea and appointed the various sub-committees. Ex-President Herbert Hoover, with Mrs. Hoover and governors from many states, led the pilgrimage in 1931.

President Roosevelt, twice prevented from participating in the pilgrimage on account of the situation in Washington wrote:

(In 1935)

"I deeply regret that it is not possible for me to come as one more pilgrim to Cape Henry upon the occasion of this anniversary so deservedly celebrated each year by the Assembly of Tidewater Virginia Women. You are gathered here to dedicate this memorial of the first landing of our earliest English forbears to take up their permanent home upon America's shores. The occasion is unique in its significance, for there are blended traits that conquer, the will to dare and the will to endure. No more fitting symbol of the meaning of 1607 could have been chosen than this granite cross—the gift of the National Society of the Daughters of the American Colonists. I am happy to extend my heartiest congratulations to the women of these honored organizations who are working so loyally to perpetuate the memory of the brave deeds of the past."

(And in 1936)

"I am glad to learn that the Assembly of Tidewater Virginia Women is to make another pilgrimage to Cape Henry in honor of the landing of the first permanent English colonists on American soil. We do well to commemorate these key events in our history.

"A pilgrimage such as yours is sure to quicken and enlarge the interest in our Colonial beginnings of all who participate, and I wish for the undertaking the fullest measure of success."

ADDENDA—"Banks and Bankers," Page No. 89

EXCHANGE BANK—CAPITAL OF \$1,800,000

It must be remembered that the Exchange Bank was a State bank with branches in Richmond, Petersburg, Abingdon, Alexandria, Lynchburg, Salem, and elsewhere. Including the Norfolk bank, and allowing an equal amount of capital for each branch and the main office, the amount per bank was probably a little in excess of \$200,000.

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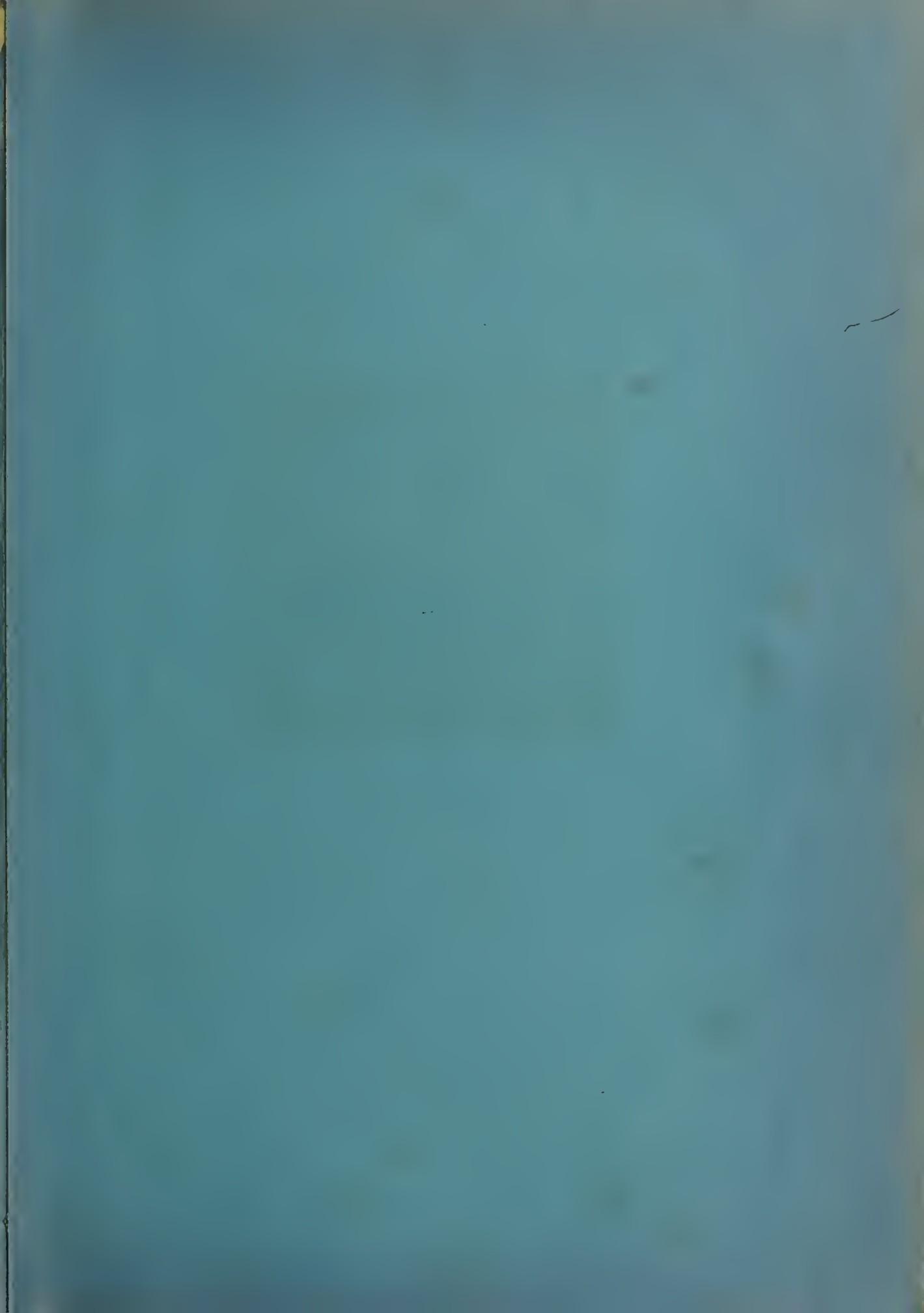
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*Reverse Side Design Norfolk
Commemorative Half Dollar*



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1936



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